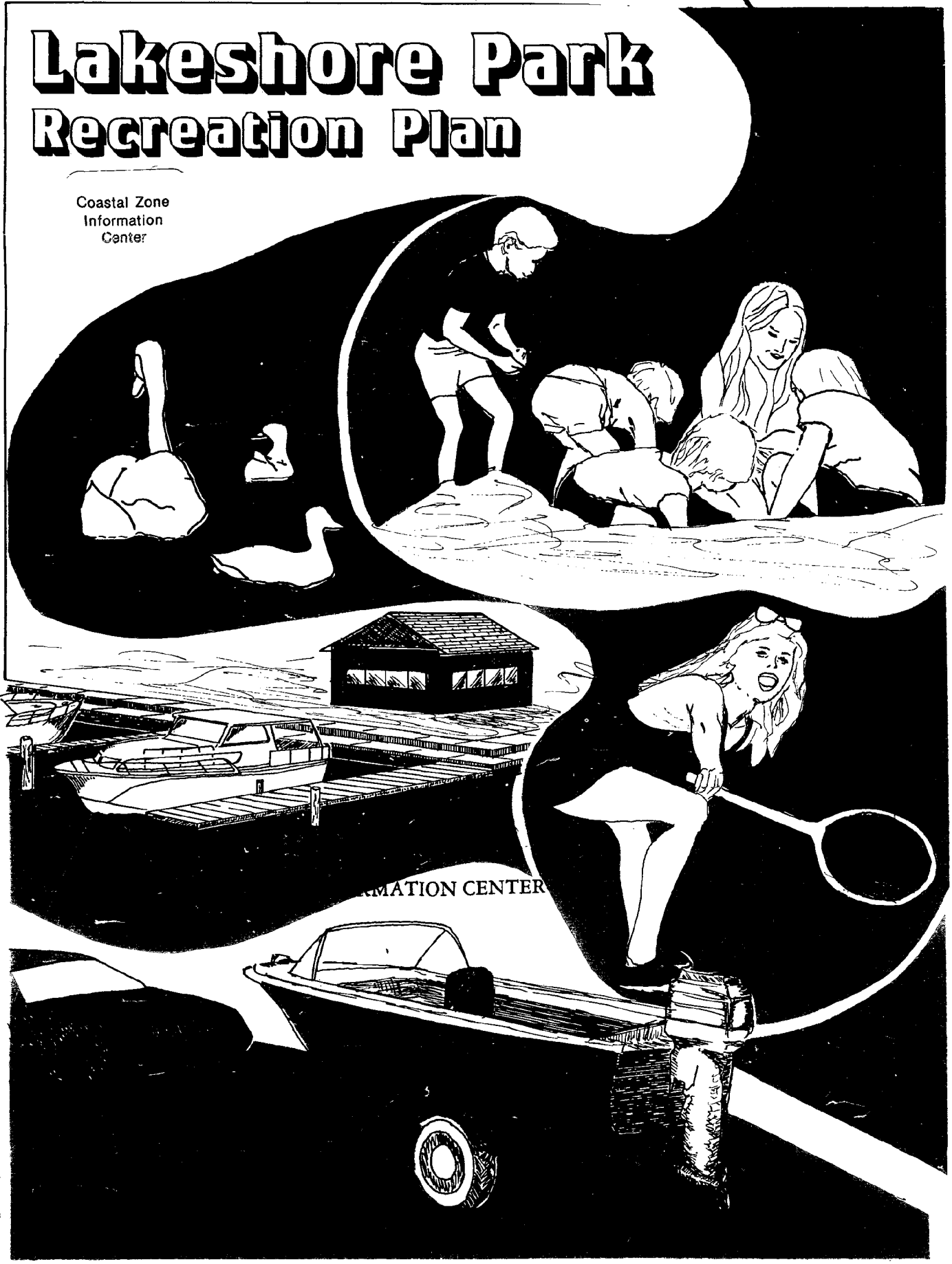
Ashtabula County

Lakeshore Park Recreation Plan

Coastal Zone Information Center



OHIO. Dept of Energy

Lakeshore Park
Recreation Plan

PREPARED FOR:

ASHTABULA COUNTY
BOARD OF COMMISSIONERS

ASHTABULA TOWNSHIP
PARK COMMISSIONERS

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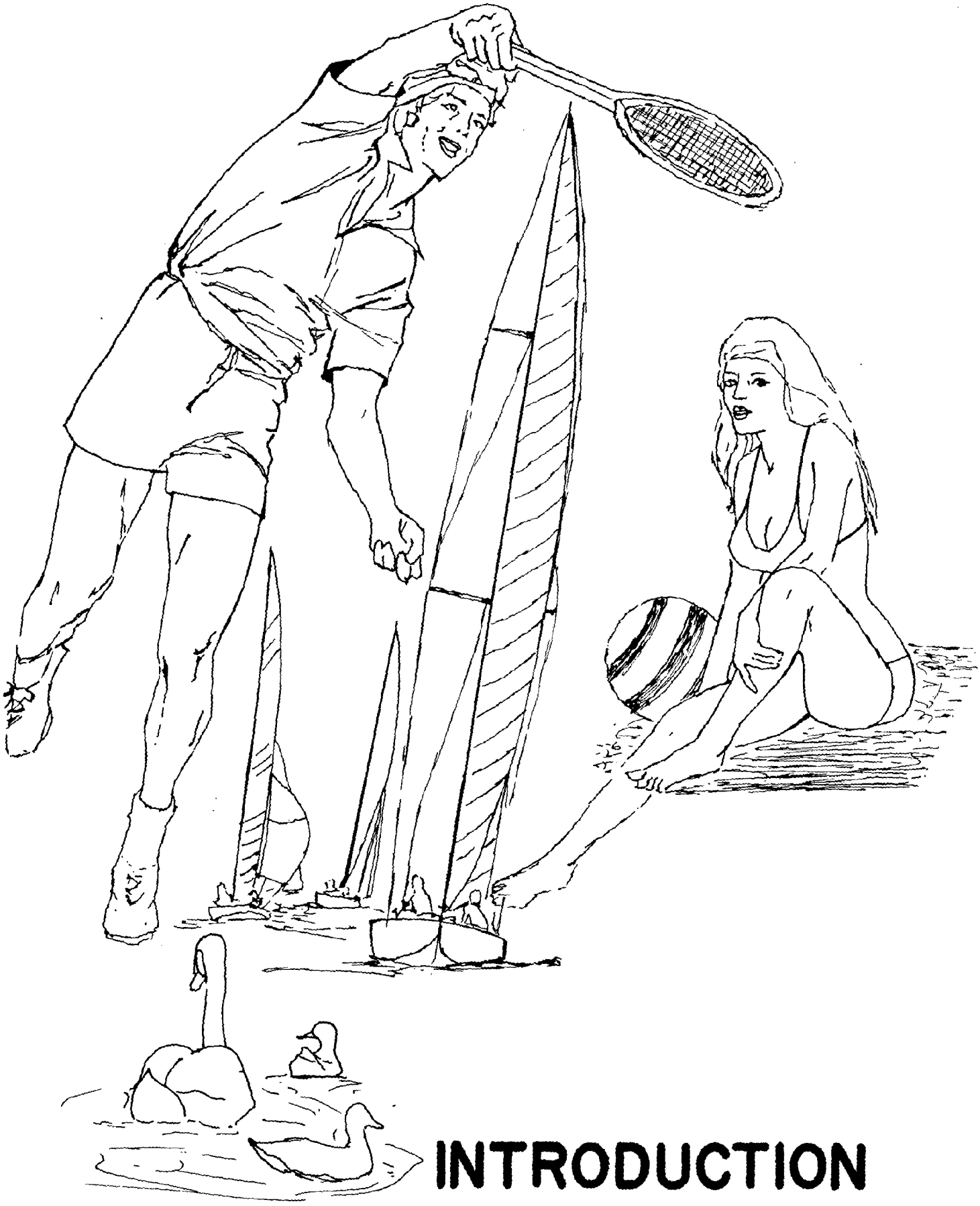


INTRODUCTION

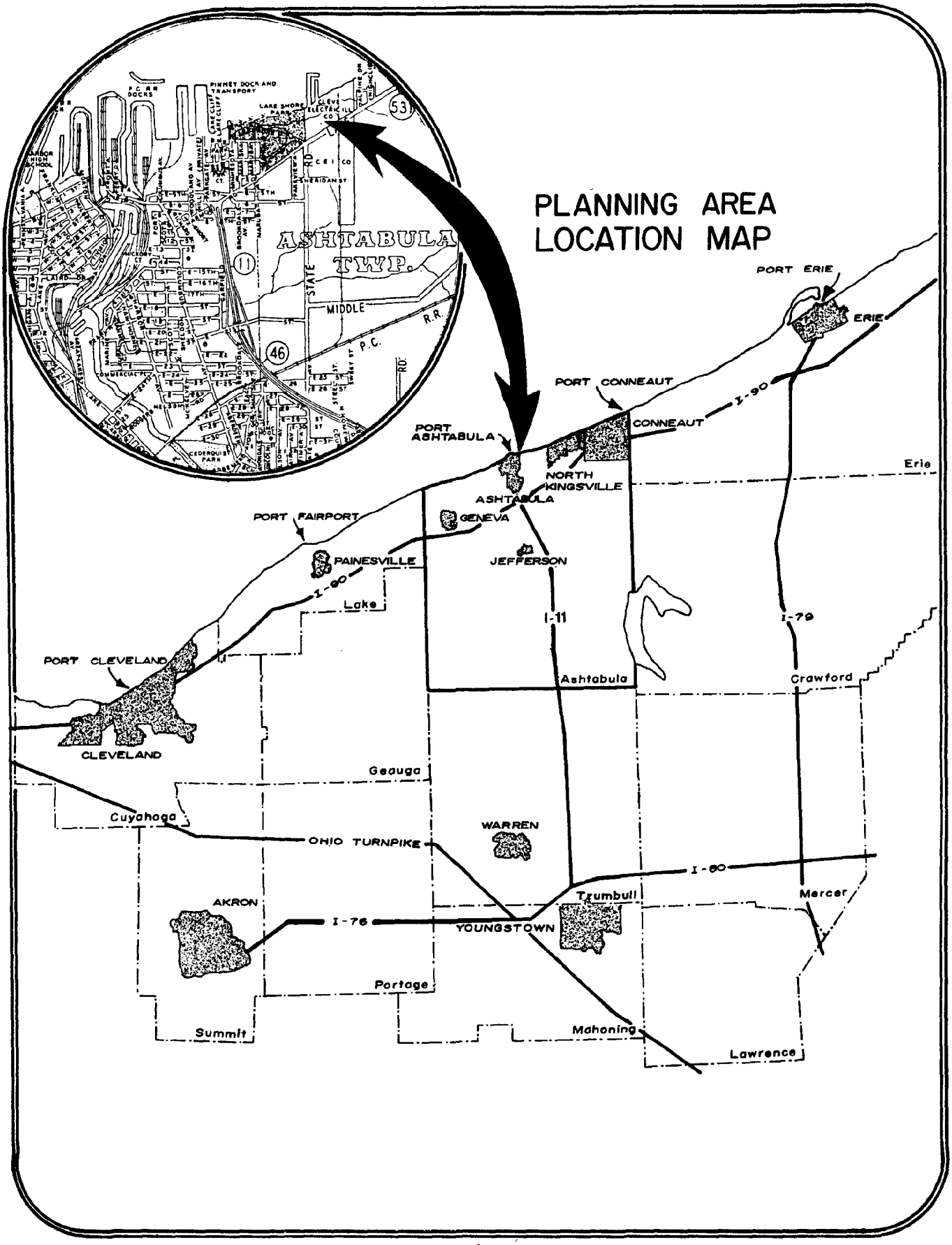
INTRODUCTION

The Ashtabula Township Park Commission's Lakeshore Park is located in Ashtabula County, Ohio on Lake Erie. The park is approximately 56 miles east of Cleveland, Ohio; 45 miles west of Erie, Pennsylvania; and 50 miles north of Youngstown, Ohio. The Southwest park boundary is the Ashtabula City corporation limits. This area is illustrated in Map 1 entitled Planning Area Location Map. Both the regional and local settings of Lakeshore Park are located on this map.

Lakeshore Park's immediate neighbors along the Lake Erie shoreline are Cleveland Electric Illuminating Company's Ashtabula generating plant to the east and the port of Ashtabula with its major coal and iron ore handleing facilities to the west. The landward neighbors to the southwest are residential neighborhoods and to the southeast a heavily industrialized area known as the "Ashtabula Chemical Complex" is sited.

The land area known as Lakeshore Park consists of about 50 acres of lakefront property with about 2,500 feet of frontage on Lake Erie.

The Ashtabula Township Park Commission purchased Lakeshore Park's land in 1910 for $15,000. In 1914, Volney Rogers, landscape architect, and Harry M. Rell, Civil Engineer of Youngstown, Ohio, laid out the roads and designed the park.


PLANNING AREA
LOCATION MAP
ASHTABULA TWP.
PORT ERIE
ERIE
PORT CONNEAUT
CONNEAUT
I-90
PORT ASHTABULA
NORTH KINGSVILLE
ASHTABULA
Erie
PORT FAIRPORT
GENEVA
PAINESVILLE
JEFFERSON
I-90
Lake
I-11
I-79
PORT CLEVELAND
Ashtabula
Crawford
CLEVELAND
Geauga
Cuyahoga
OHIO TURNPIKE
WARREN
I-80
Trumbull
Mercer
AKRON
I-76
YOUNGSTOWN
Portage
Summit
Mahoning
Lawrence

Map 1

The roads were completed in 1916. J. L. Wilson was employed as the Park Commission's architect in 1919 to design the Lakeshore Park main pavillion. The twenty-four foot by four hundred forty foot structure cost about $40,000. The pavillion still stands today as a historical landmark in Ashtabula County.

Since the time of these early capital improvements and park planning, many small changes in the park have taken place. The park, however, has remained the same in character as its original design. People enjoy feeding the ducks in the ponds, skipping stones across the lake's surface, and picnicing under the shade trees. Lakeshore Park, for the past 65 years, has been adequately served by the foresight and planning of Mr. Volney Rogers. If you were standing in the park today you may be lulled into thinking that Lakeshore Park could go on another 65 years just as it is. It could if the rest of Northeast Ohio and the world did not change.

This problem alone justifies the need for this study and the need for a new recreation plan for Lakeshore Park. Other, even more subtle, problems for the park have grown over the last few years. The nature of recreation itself has changed. The taxpayers supporting the park demand new types and multiple use forms of recreation. Passive recreation such as feeding the ducks must be balanced with active recreation opportunity such as swimming. Water sports have always been popular recreation forms.

The lack of public access to Lake Erie for water sports in the next decade will put more pressure on existing public beaches, boat launching facilities, and marinas. Erosion of the shoreline is another major problem for the park and many other parts of Ashtabula County's shoreline where the clay bluffs have been eaten away by high water levels in recent years and severe northeast storms.

Two other problem areas for the park that are both critical and nebulous (in terms of finding and pinpointing causes and solutions) are user apathy and inflation. Recreational users have been lulled into complacency by the sameness and the lack of rejuvenation of many of the best and oldest facilities the park has. The reason why many of these facilities have not been reconstructed, restored, or replaced is the very tight budget the Park Commission has to work with. Support of additional tax revenue through a levy passed a few years ago pulled the park out of imminent financial disaster and allowed the Park Commission to initiate programs to save the main pavillion from erosion and deterioration due to age.

From these problem areas this plan has developed a basic set of goals to be eventually accomplished or at least to strive towards. The goals are:

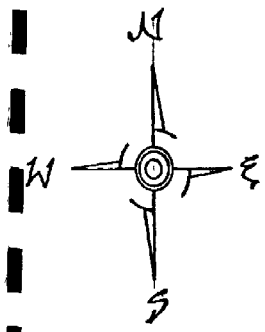
1. Enhance the park's competitive position as a viable land use on Lake Erie's shoreline,
2. Mitigate adverse coastal energy impacts on the park,
3. Develop shoreline protection from erosion,
4. Identify multiple use recreational activity sites,

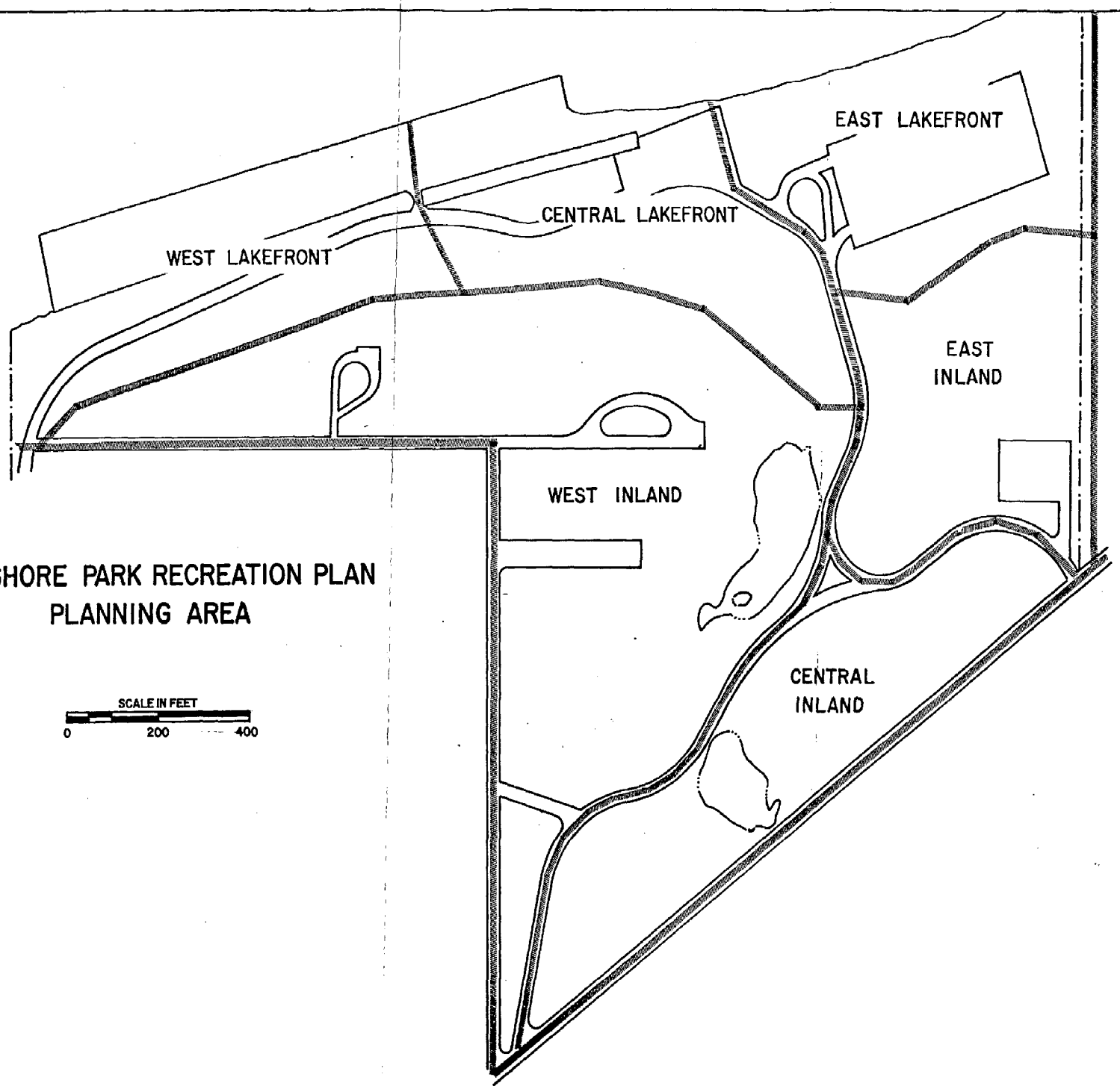
5. Maximize recreational opportunity to all persons on an equal basis and increase the useage of the park, and

6. Develop a capital improvement program within a workable budget.

The organization of this plan follows in three phases. The first is an overall perspective of problems shared by the entire land area of the park, including discussions of land use, traffic, security, and the general environment. The second phase within the sequence divides the park into planning areas where each area has natural dissimilarities with the other areas. Map 2 shows the general planning area boundaries within Lakeshore Park. The last phase of the plan blends together the other sections into a composite plan.

Map 2



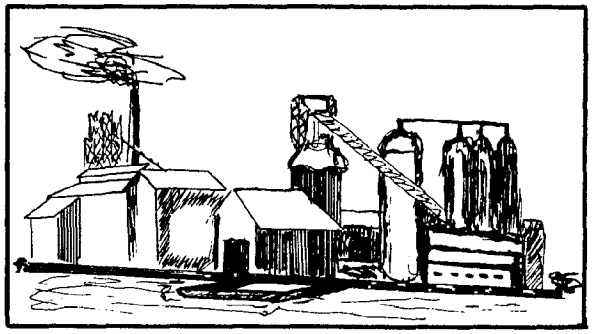


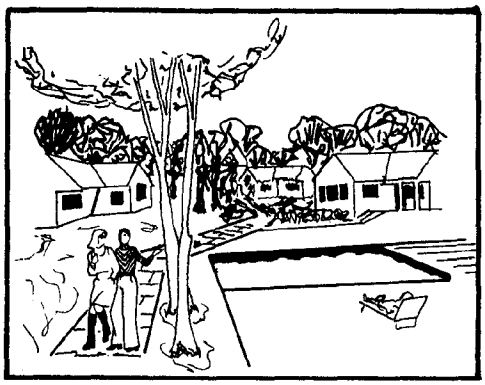
LAKESHORE PARK RECREATION PLAN
PLANNING AREA

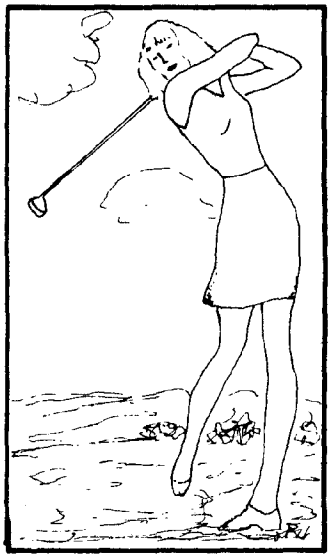
SCALE IN FEET

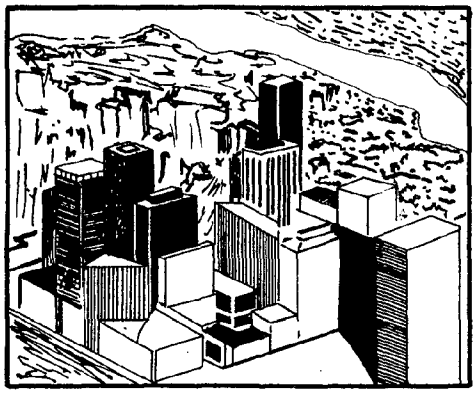
0 200 400

LAND USE









LAND USE

The land use of the Lakeshore Park area is important to consider first in this recreation plan because the environmental, economic, and social constraints on the park are reflected by neighboring land uses. The general character of the area's land use is predominantly urban. The lakeshore of northern Ashtabula County has been urbanized for many years. Growth pressures in this coastal zone are similar to many other areas in the United States. Demand for residential, commercial, industrial, and recreational land with access to a large body of water is increasing rapidly. The Ohio Coastal Zone Management Program has addressed this issue along with many other coastal related issues. Parks along Lake Erie have been designated areas of particular concern in a generic category due to the importance of preserving public access to Lake Erie.

Access to Lake Erie is a regional and state problem. Lake Erie is Ohio's largest body of water and a large number of people living in Ohio live very near the lake. Recreational access competes with other uses that are important to the overall economics of the State and the United States. Compromising and prioritizing future land uses in the coastal zone will be even more complex as the nation's energy needs are evaluated. Ohio's electrical energy generating plants have to be located near the markets for that energy. They also need water. Both nuclear and fossil fuel plants in the northern part of Ohio could be located near Lake Erie in the future.

Land uses are depicted on Map 3 entitled Ashtabula Area Generalized Land Use 1979. This map shows the adjacent land uses around Lakeshore Park as well as the generators of traffic, pollution, and recreational demand.

C.E.I.

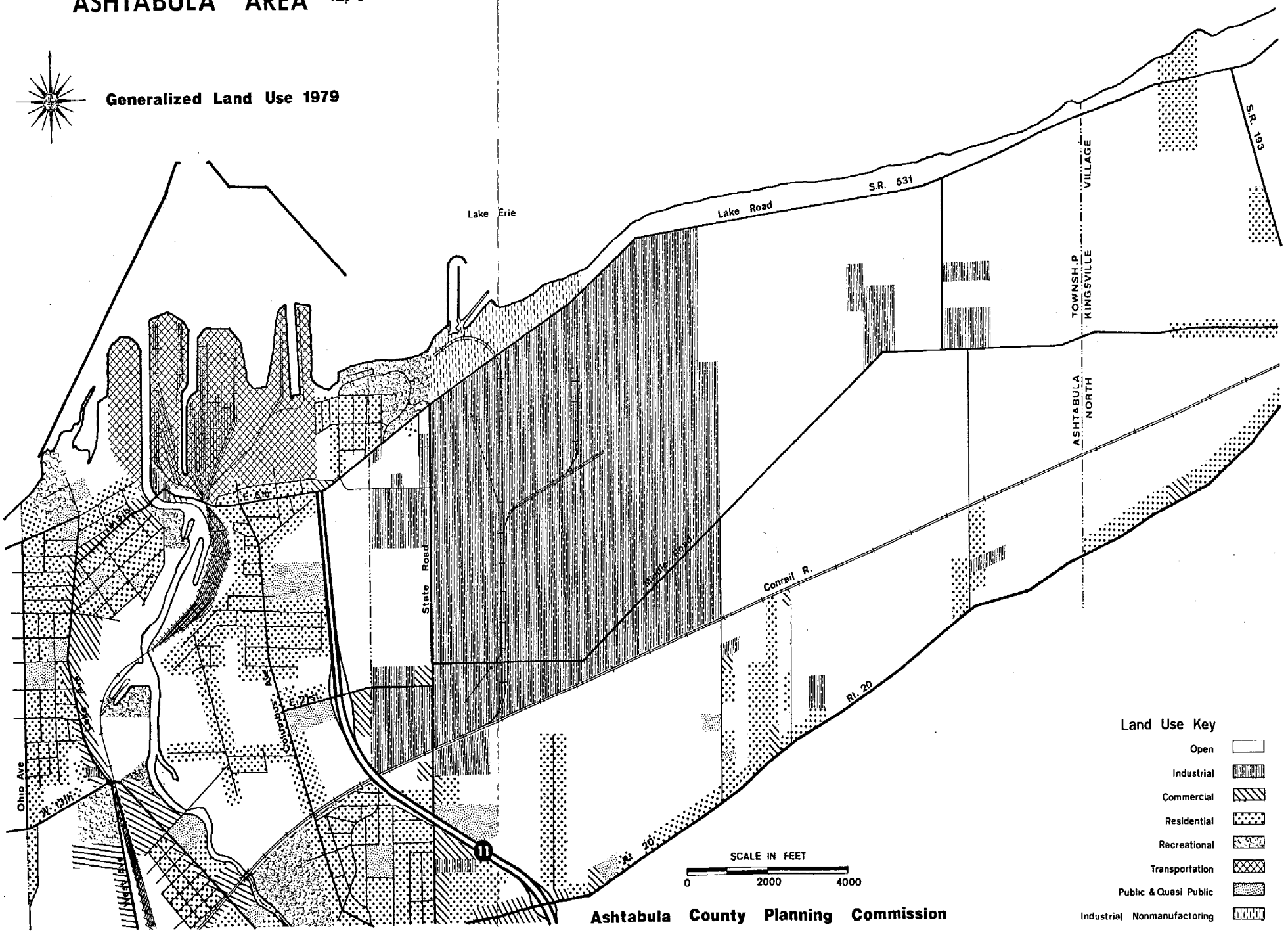
One of the dominant land uses along the Ashtabula shoreline is Lakeshore Parks eastern neighbor The Cleveland Electric Illuminating Company (C.E.I.). C.E.I. has two generating plants on this property. The eastern plant was formerly owned by the Union Carbide Corporation and its generators are powered by coal. The western plant has five generating units contained within the plant. In 1972, four of the units were converted from coal fired to oil fired in an effort to decrease the air pollution. The fifth generating unit is coal fired and is the major power source of the plant. The other four units are used during peak demand times. To decrease the pollution of the coal fired generating units, C.E.I. is presently installing electrostatic precipitators that are designed to eventually remove 99.8% of the particular matter rising out of the smoke stacks. The electrostatic precipitators are scheduled to be completed in 1981 and will cost approximately $20 million.

Fuels for the generating units are stored to the south and east of the generating plants. Number 6 oil is transported by truck to storage tanks south of the plant.

ASHTABULA AREA

Map 3

Generalized Land Use 1979



Ashtabula County Planning Commission

Coal is trucked or sometimes brought to the plant by rail. The coal storage "mountain" has an 80 day capacity at most times to allow for unanticipated stoppages of supply. Coal is transported from mines in Ohio, Pennsylvania, and Kentucky. Low sulfur coal from the western states is presently not being considered for burning due to the large regional supply of high sulfur coal and its lower price and the availability of low sulfur coal in Kentucky.

Expansion of C.E.I.'s facilities is a real possibility in Ashtabula Township. In 1978, C.E.I. President Robert Ginn confirmed the fact that C.E.I. is looking into building another coal or nuclear power plant on the 1,500 acres of land it ownes along Lake Erie in Ashtabula. C.E.I. is expecting Ashtabula, Geauga, and Lake Counties to grow. If U.S. Steel builds, according to its present plans, a Lakefront Steel Mill in Conneaut, the development of a new power plant may be accelerated (see Appendix A).

The current C.E.I. facilities in Ashtabula Township have created both negative and positive effects on Lakeshore Park. C.E.I. is one of the largest taxpayers in Ashtabula Township. This tax base provides a substantial income for the park operations and improvements. Additionally, C.E.I. has assisted the park in providing free materials such as fill dirt from time to time. On the negative side, the park has been adversly effected by air pollution, water/shoreline changes, noise, and aesthetics degradation.

Air pollution from the C.E.I. power plants currently are primarily particulate matter and sulfur dioxide. The close proximately of the park makes it particularly vulnerable when there is little wind to dissiminate pollutants from the high smoke stacks. Current additions of air pollution control devices should greatly improve air quality as far as reducing the particular matter effluent. Some additional pollution is caused from coal dust when wind patterns are abnormal and come from the east.

Water quality and flow have been altered by the outflow structure construction just east of Lakeshore Park and the outflow of warm water used in the power plant generating processes. The outflow structure effects the littoral drift along the Lake Erie shoreline thus effecting the sand build-up along the park beach. The water temperature influence on the park's shoreline or recreational activities is negligible other than the marine habitat has been altered. The alteration of water temperature effects the fish (and other cold blooded aquatic life) and the sport fishing recreation activities. The warm water attracts some fish during cool water periods of the season. The flow of water also attracts many fish. Most of the sport fishermen fishing from boats (the only allowable method of fishing due to the private access of the area) launch their boats at Lakeshore Park.

The aesthetics of the park and its natural beauty are reduced considerably by the C.E.I. smoke stacks. The stacks are the dominant feature of the landscape. Additional structures near the park are usually screened during the summer by a dense row of foliage. During the winter, much of the foliage is off the trees and bushes.

Noise from machinery, horns, trucks, loudspeakers, and construction equipment are the primary sources of noise pollution. Some of the sound is buffered by the dense foliage between the park and the C.E.I.

Port of Ashtabula

Another major land use and environmental factor in the park setting are port operations to the west of Lakeshore Park. The park is separated by only a few hundred feet from the nearest dock owned by Pinney Dock and Transport Company. The port operations in Ashtabula Harbor have been traditionally based on iron ore and coal. Stockpiling large amounts of both commodities occurs along the shoreline in large open piles. The coal is continually moved and mixed to prevent combustion. Pinney Dock, in addition to handling iron ore, stores and transports other general commodities.

Presently, Ashtabula Harbor is one of the largest iron ore and coal handling ports in the Great Lakes. Coal storage has become a major land use with the price increases in the past years of fuel oil and the instability of the oil supplies.

Bulk shipment of coal and ore (usually taconite) by lake freighter has been one of the most cost and fuel efficient means of transport in the industrialized Great Lakes states. The harbor serves as the intermodal interface for the break (or transfer) of the bulk commodity from water transport into either truck or rail transport.

Future considerations and expansion for the port are limited by available space and competing land uses. The port has over-riding economically beneficial effects on the entire county and region. However, the port is bounded on the west by Walnut Beach Park and on the east (a few lots removed) by Lakeshore Park. Expansion to the south would mean considerable dredging and displacement of recreational boaters and residential uses. The demand for increased coal and iron ore storage space is a major problem as well as belt system bulk handling and turning/docking space for new larger freighters (1,000 feet or more in length). The new technology and energy demand problems necessitating port expansion could have obvious competitive land use pressures on Lakeshore Park.

Air and water quality degradation problems are the primary port area adverse environmental impacts on Lakeshore Park. Most of the pollution of the air and water either comes from the operation of the various modes of transportation handling iron ore, coal, and other bulk commodities; or from the dispersal of fine particles of coal and iron ore by the wind.

The port's transportation network requires the operation of a considerable number of diesel and gasoline powered engines for the ships, trains, trucks, and heavy equipment. The resulting emissions to the air and the noise have an effect on the Park. The effect is accentuated by the prevailing winds and the open water area between the port and the park that provides no buffer to reduce these effects. Air pollution has a more noticeable effect on the Park. Recreational users would probably not notice any of the direct water pollution of the port by itself unless it was coupled to abnormal pollution by other sources or something like an oil spill occurred. Coal dust on the water could be another problem especially if more coal storage areas are developed west of Lakeshore Park.

Industry

Ashtabula Township, and particularly the area immediately southeast of Lakeshore Park, is the most heavily industrialized area in Ashtabula County. The area is characterized by heavy industries with products such as chemicals, ferro alloys, and other metals. Lakeshore Park is immediately adjacent to bulk oil/gasoline storage facilities to the southeast and southwest. New industries have been developing in the open space areas south of the park and existing industries have made significant expansions in recent years.

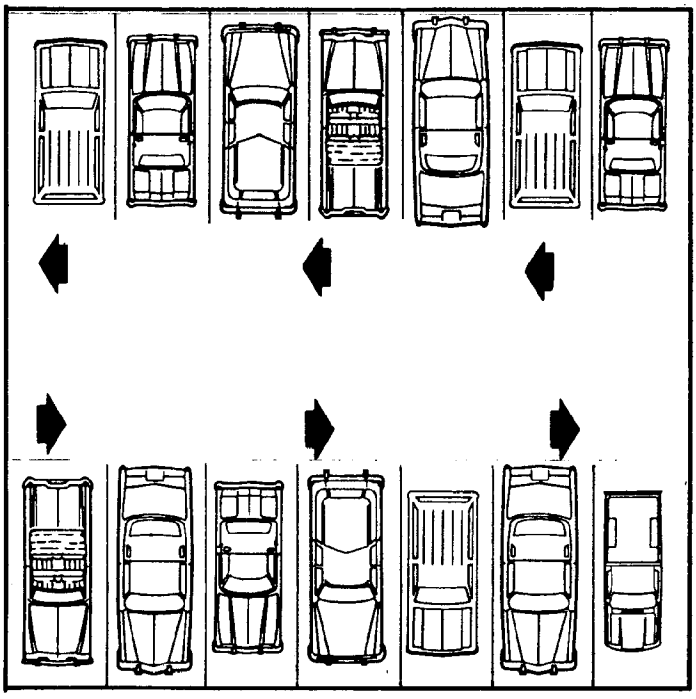
This land use again creates some direct and indirect adverse environmental effects for recreation users of the park. Air pollution that is most noticeable when traveling to the park on State Road is usually blown east so it does not blow directly toward the park except for a small percentage of the time. Water pollution from industry effects Lakeshore Park in an indirect manner. Industries are permitted (under EPA supervision) to release industrial waste water after it is treated into Field's Brook which is tributary to the Ashtabula River. The Ashtabula River carries the treated effluent north to the harbor area at the mouth of the river as it enters Lake Erie. The effluent dissipates in the lake. Water pollution problems in Fields Brook are not as critical now as they were ten years ago but they are still being addressed in the Ashtabula County Water Quality Management Plan (208) being developed by the Ohio Environmental Protection Agency. Surface runoff from industrial areas south of the park drains directly into the ponds in the park. Further industrialization of the open space directly adjacent to the park could alter or pollute these.

Residential Neighborhoods

Ashtabula Township's Lakeshore Park is at the eastern edge of the residential areas of Ashtabula. Immediately east of the park is a residential area. Most of the homes are single family residences occupied year round.

They range in general condition from good to fair and are mostly older homes. There has not been any recent new construction. The neighborhood is characterized by low to moderate income families. Lakeshore Park is the only available open space and play area available in the area north of Columbus Jr. High School and east of the Ashtabula River.

TRAFFIC & PARKING



TRAFFIC AND PARKING

Access to Lakeshore Park and internal traffic circulation and parking are of critical importance to the development of the Recreation Plan. Direct public access to Lake Erie for recreational users is the principle objective in the park's road design. The roads also give access to the inland recreational areas and wind around the hills and ponds that give Lakeshore Park its individual scenic character.

The policy of the Ashtabula Township Park Commission has been to keep as much of the park in vegetated open space with only minimal paving to satisfy the access and parking needs of visitors. This plan is consistant with that policy. Additional parking has been planned only where new facilities demand increased parking space.

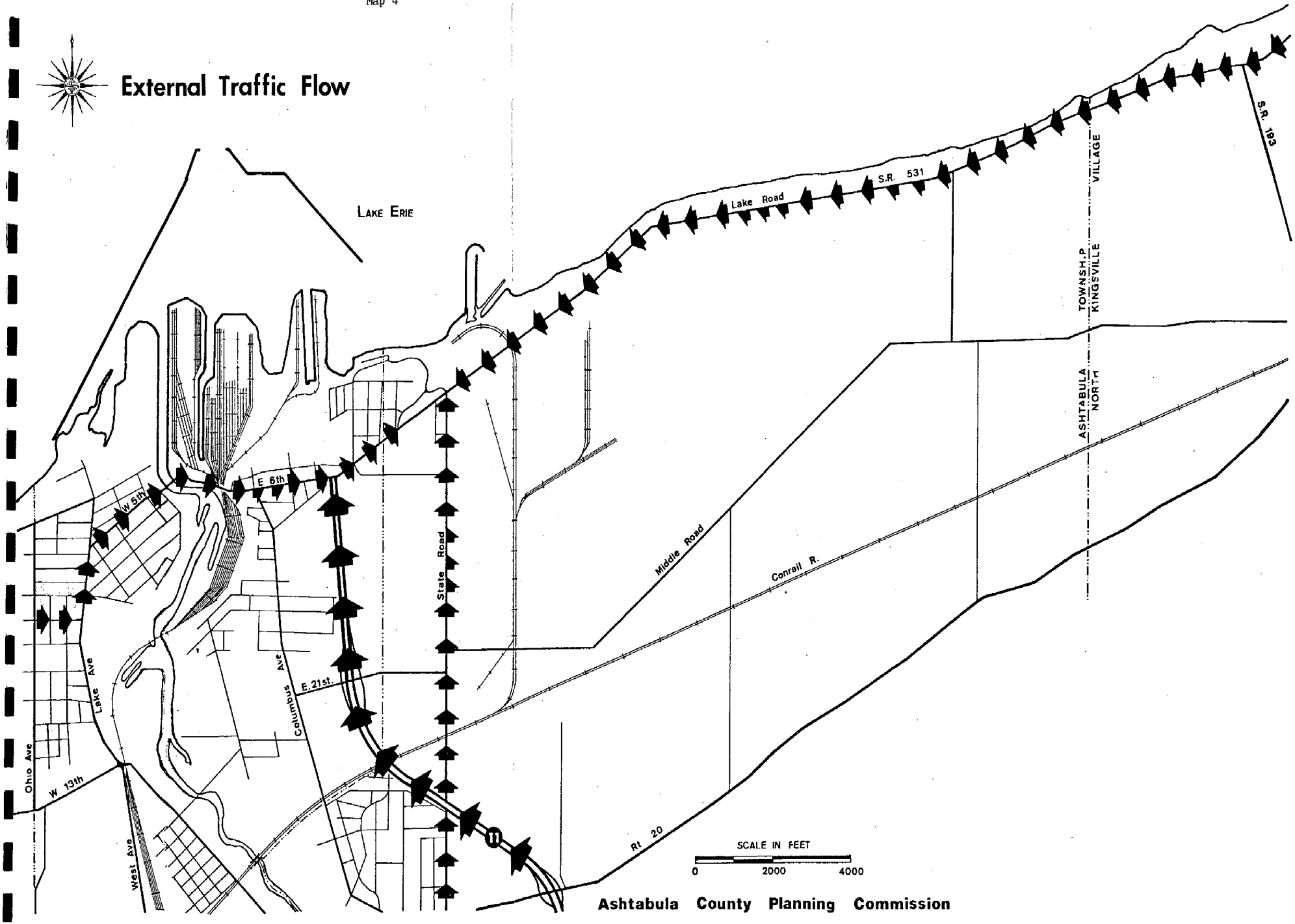
Access

Map number 4 illustrates the major access corridors and routes to Lakeshore Park. The park fronts on State Route 531 (Lake Road) which carries most of the traffic eventually to the entrances to the park. State Road (Ashtabula County road) ends directly in front of the park's east entrance at the State Road and State Route 531 intersection. State Route 11, a four lane limited access road, has its northern terminus less than one-quarter of a mile away from the park.

ASHTABULA AREA

Map 4

External Traffic Flow



Ashtabula County Planning Commission

State Route 11 is connected directly to Interstate Route 90 south of Ashtabula. State Route 84 and U.S. 20 also feed into State Route 11.

Vehicular access to Lakeshore Park both locally and regionally should not present any major problems. Mass transit service via the Ashtabula City Division of Transit's bus system was once available at the park during the summer months. Service was discontinued, but if demand increases for this service as more recreational activities are developed, the system could easily be reinstated.

Pedestrian and bicycle access to the park from adjacent neighborhoods is easily routed off the major access highways and onto the residential streets leading to the park entrances.

Future regional access may be further enhanced by the development of the proposed Lakeland Freeway (Rt. 2) extension from Painesville to S.R. 11 at Ashtabula. This would shorten travel time from areas west of Ashtabula. Demand for recreational access to Lake Erie should increase in the next few years as the lake's water quality increases and vacationers have less gasoline to utilize on long trips. The existing and proposed highways provide Lakeshore Park with one of the best local/regional Lake Erie access routes in Ohio.

Internal Circulation

The internal circulation pattern of the park roads adequately handles existing traffic flow within the park on most days. On many peak boating/picnicing days the traffic slows down considerably as car and pedestrian traffic congest the area around the main pavillion. Traffic also slows in the area of the duck ponds. This is usually due to the driver and passengers watching the activity in the pond rather than a large influx of traffic and not enough room to accommodate it.

In the park the recreational activities generate the traffic. The higher the quality of the activity and the closer the activity comes to meeting the recreational demand of the community, the higher the traffic generated by that area of land. The recreation plan's goals include maximizing the quality of the park's recreation activities and thereby increasing demand. This could put additional stress on the park's roads.

Presently the park closes its roads to automobile traffic during the winter. This lessens the amount of wear on the roads during the season that the road is expanding and contracting. There is no snow plowing to be done nor any salt to be placed on the road surface either. If the Park Commission were to open any portions of the park roads during the winter season, the maintenance of the roads would rise significantly.

Additional circulation problems are created by on-street parking along the roadway, especially between the two duck ponds. Peak day parking overflow has encroached the picnic areas and roadway near the main pavillion and concession stand.

Parking

The existing parking situation ranges from adequate to intolerable. All of the parking lots are unpaved with only a gravel base.

The boat launching area parking lot has seasonal problems with capacity. The area is at capacity or overflowing to other areas on almost every good boating day during the season, at one time or another during the day. The parking area is also eroding away on its western end near the ramps due to heavy wave action during northeast winds and a lack of beach or seawall protection at this point.

An area parallel to the road and over looking the boat launching area parking lot is available for diagonal off-street parking. The area also serves as an overflow for the launching area parking lot. This area has good potential for a scenic overlook area. A small pavillion looking over the lake is immediately west of this area.

The most heavily used parking lot at the park is adjacent to the main pavillion and the concession stand. The children's playground is on the east side of the lot.

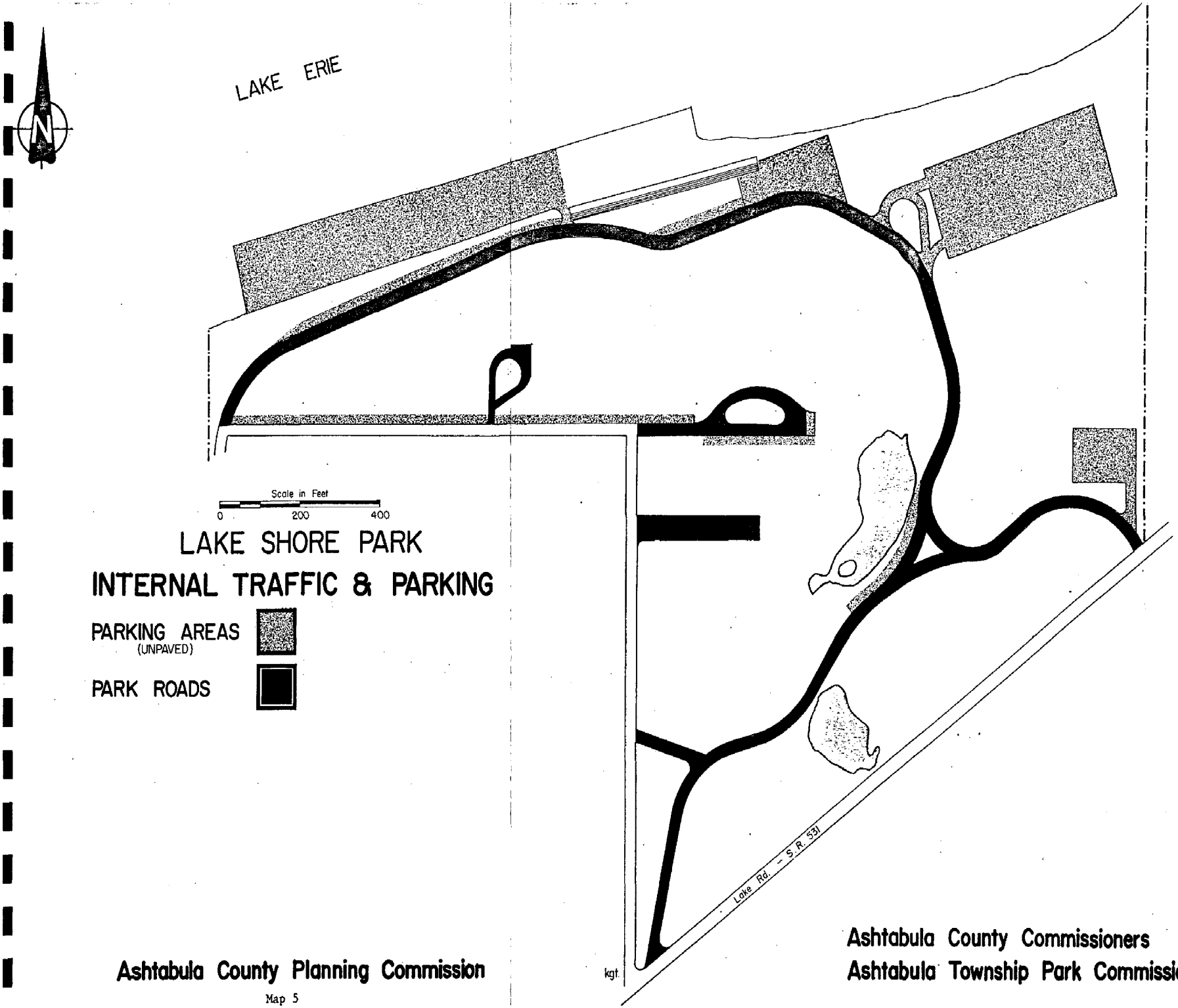
The area also provides another good viewpoint to overlook the lake and shoreline activity.

The large parking lot east of the playground has been converted to a camping area for recreational vehicles. The policy of the Park Commission is to hold this area as a reserve parking area and keep its present use until parking demand increases.

South of the camping area and up the hill is another pavillion and picnic area with a small parking lot. This area receives heavy picnic useage from group outings. The area is also a base for many winter sled riders going down the hill toward the road.

On the east side of the park there are picnic areas, pavillions and tennis courts that require parking areas. There are a few parking spaces along the cul-de-sac in front of the Kiwana's pavillion and the tennis courts. Additional parking parallel to East 1st. Street provides parking for the pavillion north of East 1st. Street.

Future parking considerations should be predicated on recreational demands on new and existing activity areas. Map number 5 illustrates the location of the parking areas and the park roads of Lakeshore Park.



LAKE SHORE PARK

INTERNAL TRAFFIC & PARKING

PARKING AREAS
(UNPAVED)

PARK ROADS

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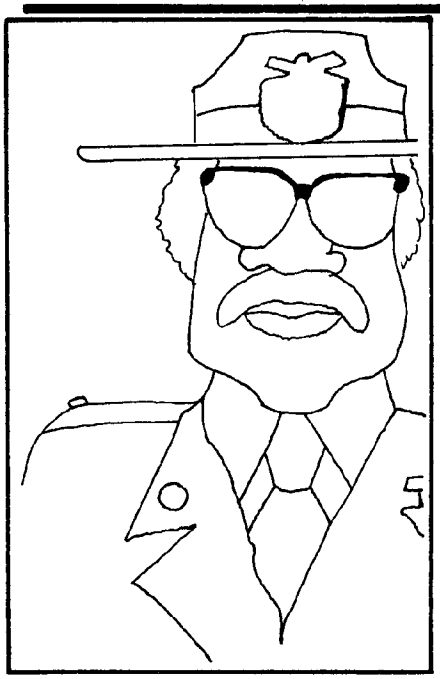
Ashtabula County Planning Commission

Map 5

Ashtabula County Commissioners
Ashtabula Township Park Commission

PARK SECURITY



PARK SECURITY

Lakeshore Park's security and safety will be of paramount consideration as the projects in this plan are developed. Existing problems will be amplified as the number of recreational users in the park increase.

The major existing security and safety problems are related mostly to vandalism, littering, speed control, and general park emergencies (i.e.-swimming, boating, auto, and fire accidents). Future problems may consist of similar violations of the park's regulations plus those related to the recommended facility improvements. Water related accidents will be a priority concern of the park visitors. As activity increases with boating and swimming, accidents will increase. If the park becomes involved with a marina, boat storage, a lodge, or similar facilities; the available opportunities for vandalism and theft increase. Along with the increased park useage that new facilities attract will come problems with traffic and parking. Additional environmental hazards (hazardous materials spills, port fires, oil spills, water pollution, air pollution, etc.) will also effect the safety of the park by the nature of its industrial and port proximity.

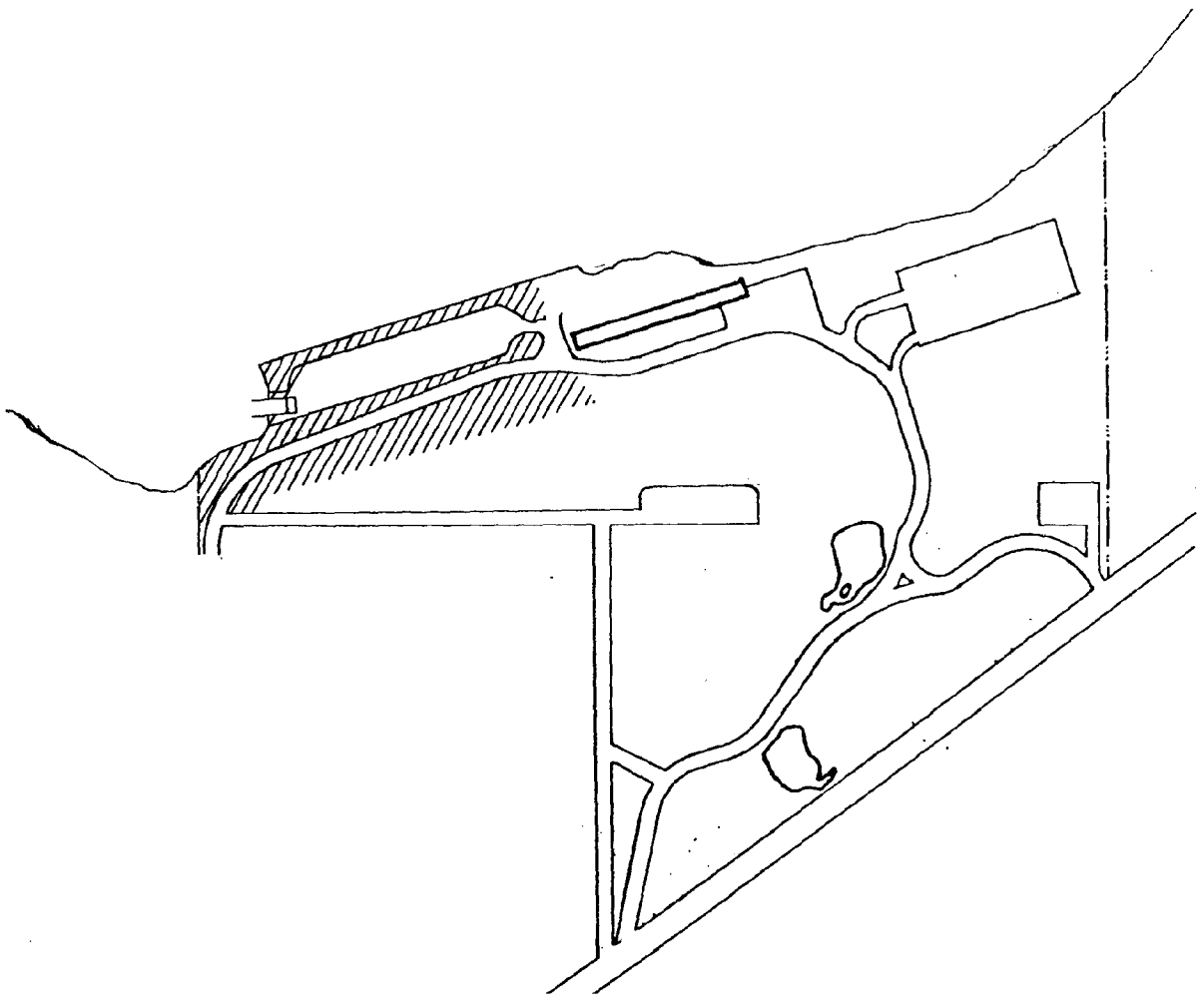
The mitigation of these present and future safety and security problems should be addressed as the implementation of the park plan progresses.

Steps to prevent accidents and lessen park regulation violations can be segmented into various stages rather than implemented at one time. The following list of actions that can be taken by the Park Commission should reduce security and safety problems:

1. Increase lighting in parking and boating areas
2. Upgrade park police protection
3. Increase the number of waste containers
4. Relocate the central waste containment area and daily pick-up of the small containers
5. Construct speed bumps at strategic locations
6. Have park patrols monitor the parking
7. Employ lifeguards
8. Develop direct emergency communications with the Ashtabula Township Fire Department, Ashtabula County Sheriff, and Ashtabula City Police
9. Develop plans to accommodate Coast Guard or Sheriff's Department Marine Patrol at the waterfront
10. Fence in secure areas
11. Monitor for environmental hazards (especially air and water)
12. Develop an emergency evacuation plan and procedures

It is evident that the recommended facilities construction in this plan will generate additional user levels at the park. The facilities will also necessitate additional budget increases for the safety and security for those users and the park's facilities investment.

WEST LAKEFRONT AREA



WEST LAKEFRONT AREA

The location of this area is graphically displayed in Figure 1. . Currently this area is being used for boat launching from two existing boat ramps which are in disrepair. Additional uses are for parking for the boat ramp and fishing from the breakwall. The breakwall was partially reconstructed in 1978 for additional protection needed during high water periods.

Major problems in the area exist due to deterioration and incomplete lake protection. The boat ramps have suffered from the increased lake level conditions, ice during winter and general decay from age. The parking area has suffered from similar problems and in addition lacks a pavement surface. The breakwall is sufficient in the reconstructed areas, however, it has to be completed to provide adequate protection.

The Park Board is already making efforts to correct problems in this area. Replacement boat ramps are currently in the design phase and are high priority on their improvement schedule. As a result the following planning assumptions were used for this area:

1. Current multiple uses for this portion of the park are adequate.
2. The current projects under design will be constructed.
3. More intensive uses for this area can be realized.

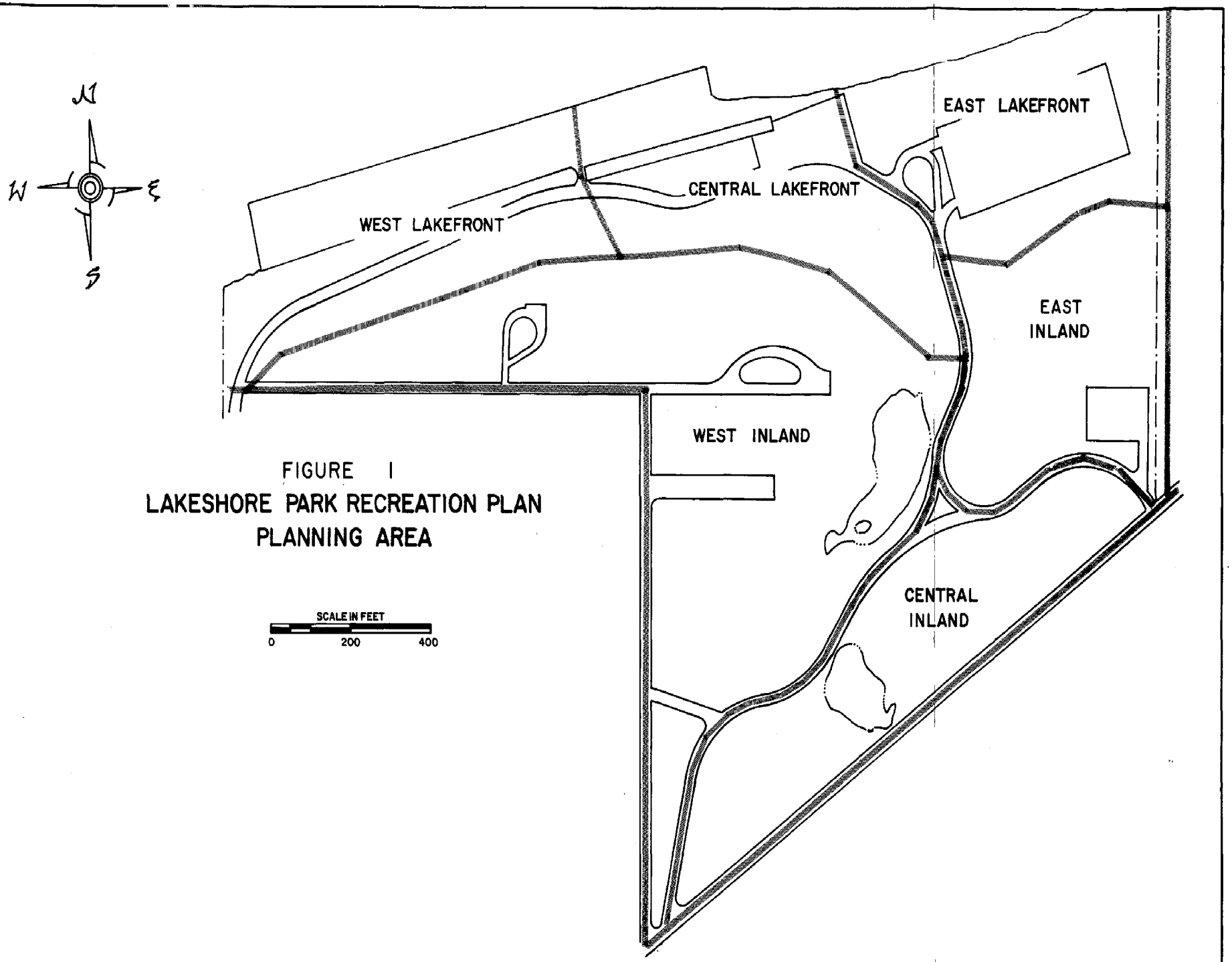


FIGURE 1

LAKESHORE PARK RECREATION PLAN

PLANNING AREA

4. This area should maintain its water orientation.

MULTIPLE USE ALTERNATIVES

A singular two phased alternative is proposed in this area. Phase 1 is a new boat ramp with the appropriate shore protection and auxiliary parking facilities. This proposal is graphically depicted as Figure 2 (found with Figure 25 in the West Inland Area discussion). Phase 2 is a boat marina facility extending north from the main entrance of the boat ramp parking area. These proposals are graphically depicted as Figures 3 and 4.

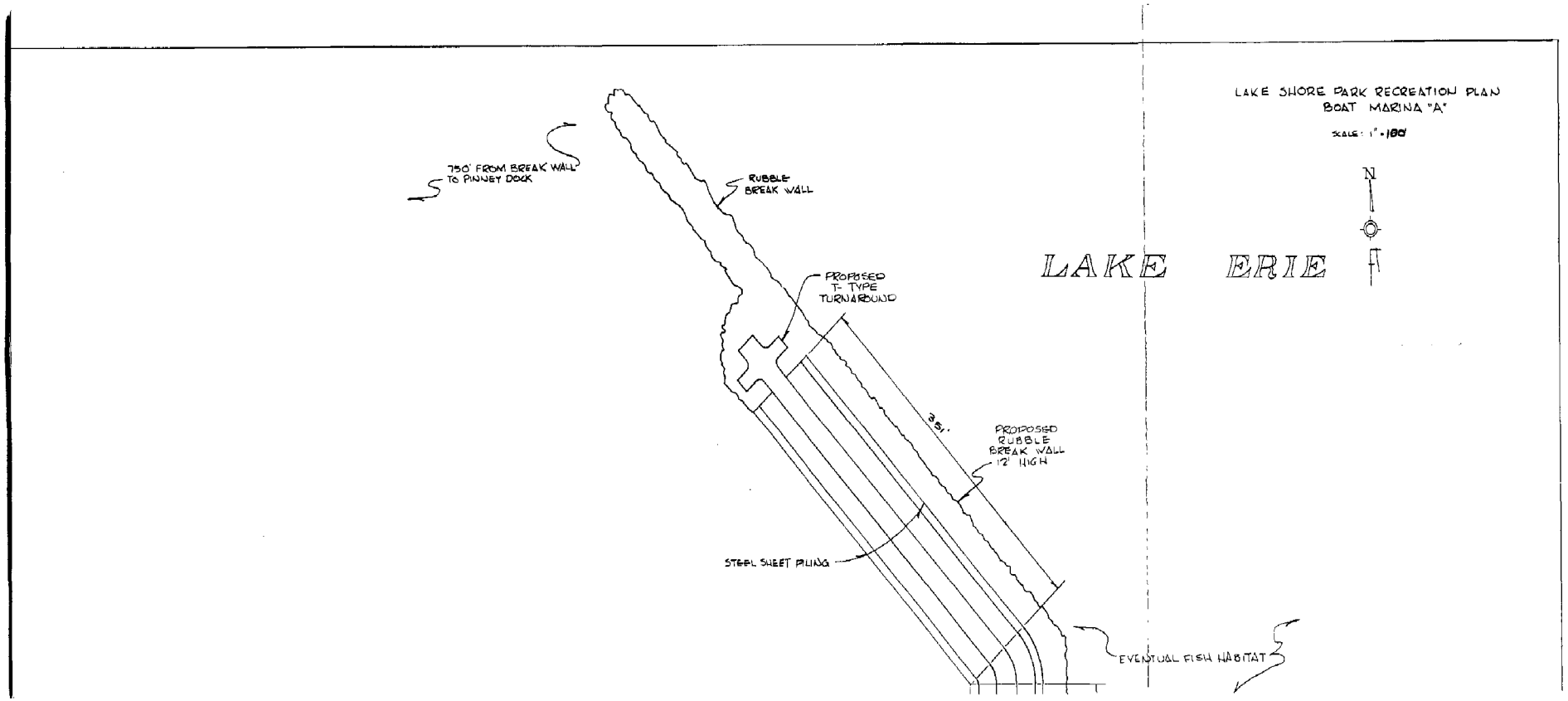
PHASE 1. LAKESHORE PARK BOAT RAMP

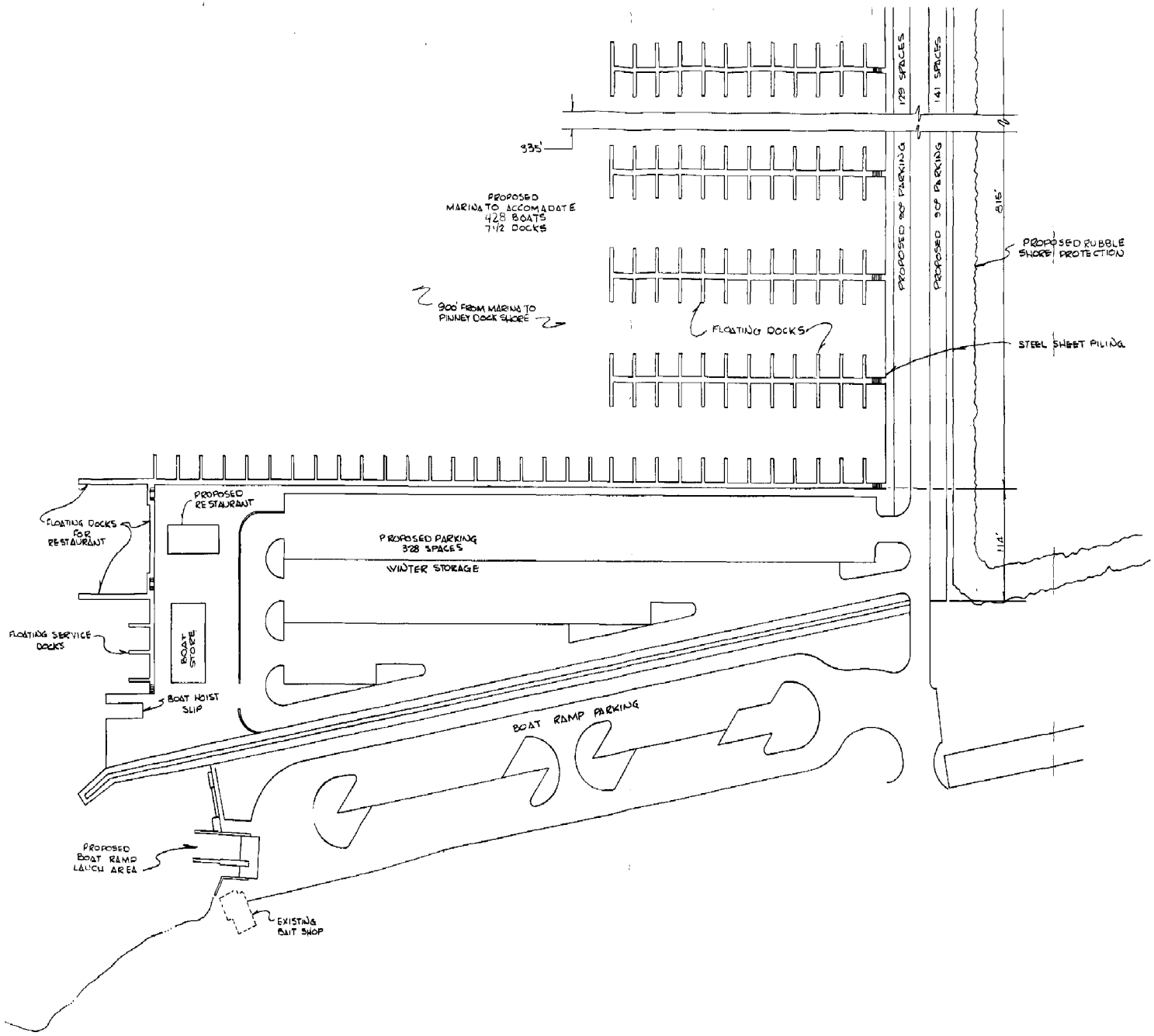
This project consists of the construction of 3 boat ramps in the same general location as the two existing ramps. A new parking area capable of handling cars and cars with trailers is included. This parking area will be paved with asphalt and lighted. Completion of the breakwall is also required to insure longevity of the new improvements.

PHASE 2. LAKESHORE PARK BOAT MARINA

The additional proposal for this area is a marina north of the proposed boat ramp. Two alternatives are presented as Figures 3 and 4.

Alternative A consists of a 428 boat marina, a breakwall/pier combination, a restaurant, boat services and parking. The breakwall/pier serves a multiple purpose: It functions as a protection device, a fishing pier, and additional parking.


LAKE SHORE PARK RECREATION PLAN
BOAT MARINA "A"
SCALE: 1" = 100'
N
LAKE ERIE
750' FROM BREAK WALL TO PINNEY DOCK
RUBBLE BREAK WALL
PROPOSED T- TYPE TURNAROUND
350'
PROPOSED RUBBLE BREAK WALL 12' HIGH
STEEL SHEET PILING
EVENTUAL FISH HABITAT



WOODRUFF, INC.
CONSULTING ENGINEERS
CLEVELAND, OHIO

FIGURE 3

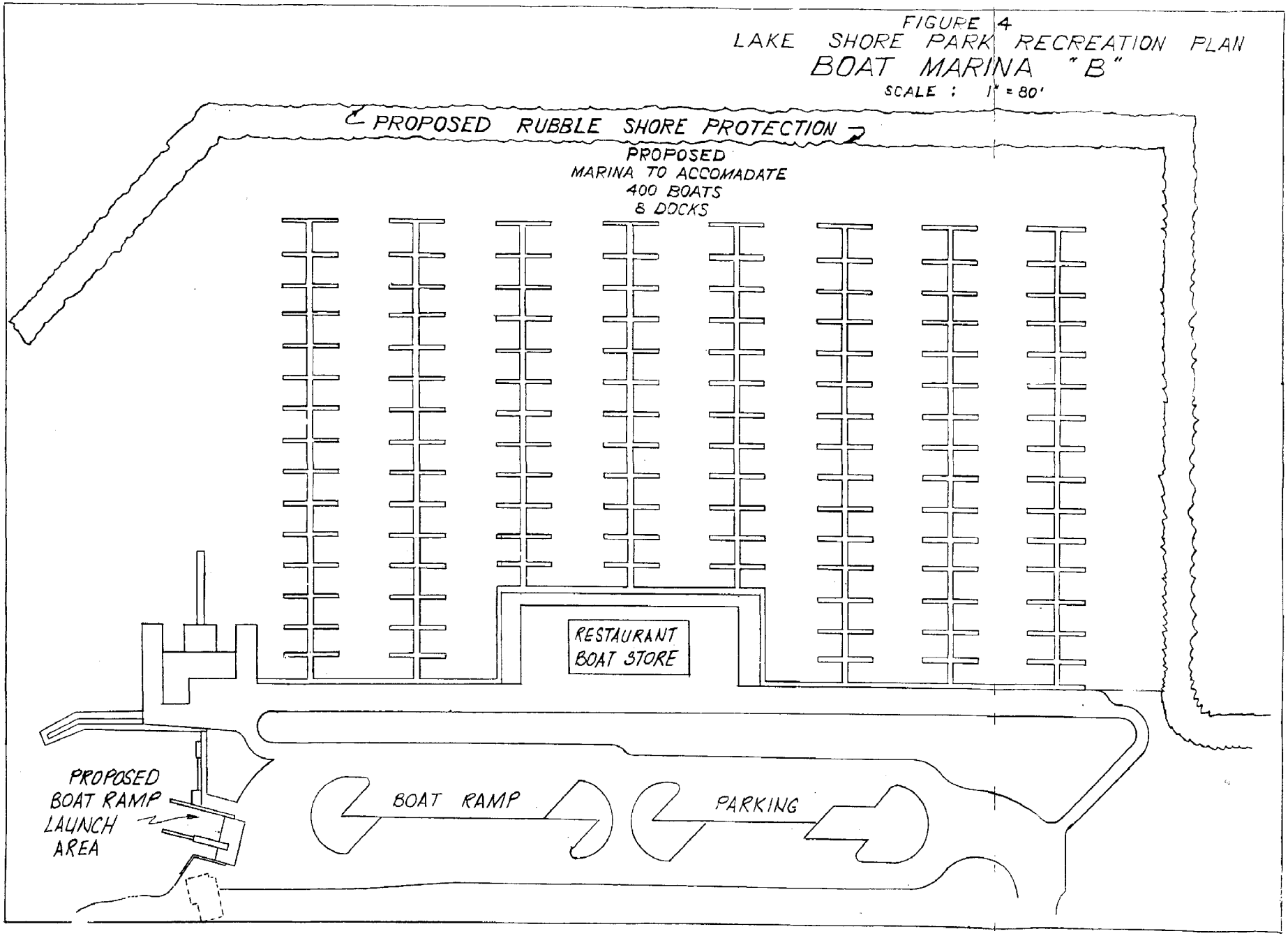
SCALE HOR. - 1"=100' VERT. -
DATE: SEPT. 1977
DRAWN BY JEA
CHECKED BY DAS
DESIGNED BY DAS & JEA
REVIEWED BY
JOB No.
SHEET ___ OF ___

FIGURE 4

LAKE SHORE PARK RECREATION PLAN

BOAT MARINA "B"

SCALE : 1" = 80'



The docks are to be of the floating variety set in seven sets running west of the pier.

Parking is the major restriction to the marina size. Two parking areas will function for both winter storage of boats, marina parking and restaurant parking. The first lot will be built north of the existing breakwall by the boat ramp lot. The other will be on the 80 foot wide pier bulkhead. These lots can handle 328 cars and 270 cars respectively.

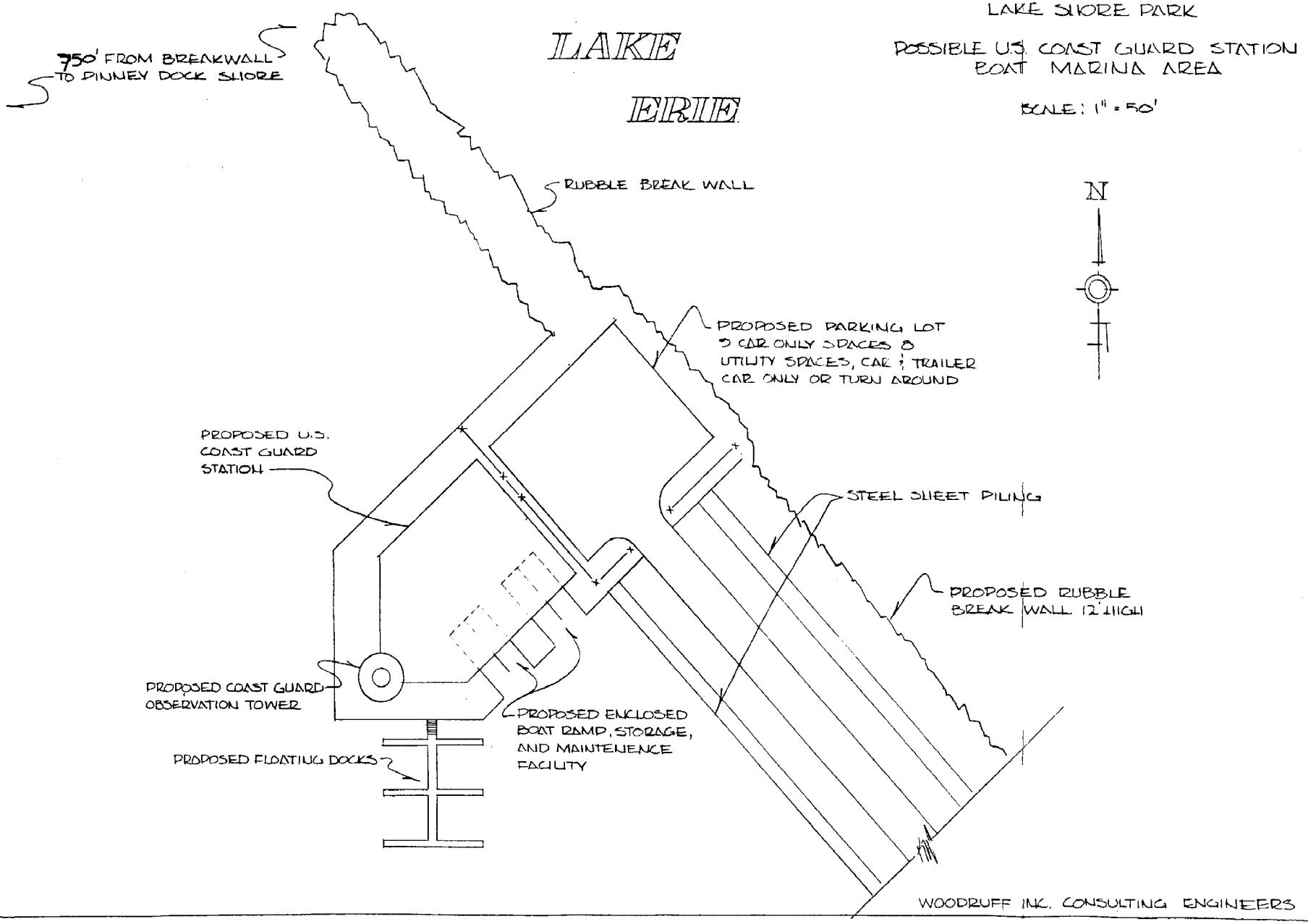
In addition, the relocation of the existing Coast Guard station is recommended at the end of the pier. This is graphically depicted as Figure 5. The new location provides greater access to all portions of the lake and harbor in the Ashtabula District. Figure 6 shows the relationship of the marina structure to the rest of Ashtabula Harbor. This outer harbor location should decrease response times by eliminating the slow running areas within the harbor and river.

Alternative B provides for a marina in the same location as Alternative A. Alternative B (Figure 4) provides for docking of 400 boats in 8 sets of docks. The docks in this Alternative go north-south abutting to an access road in front of the existing breakwall. Facilities are provided for boat service and a restaurant.

FIGURE 5
LAKE SHORE PARK

POSSIBLE U.S. COAST GUARD STATION
BOAT MARINA AREA

SCALE: 1" = 50'



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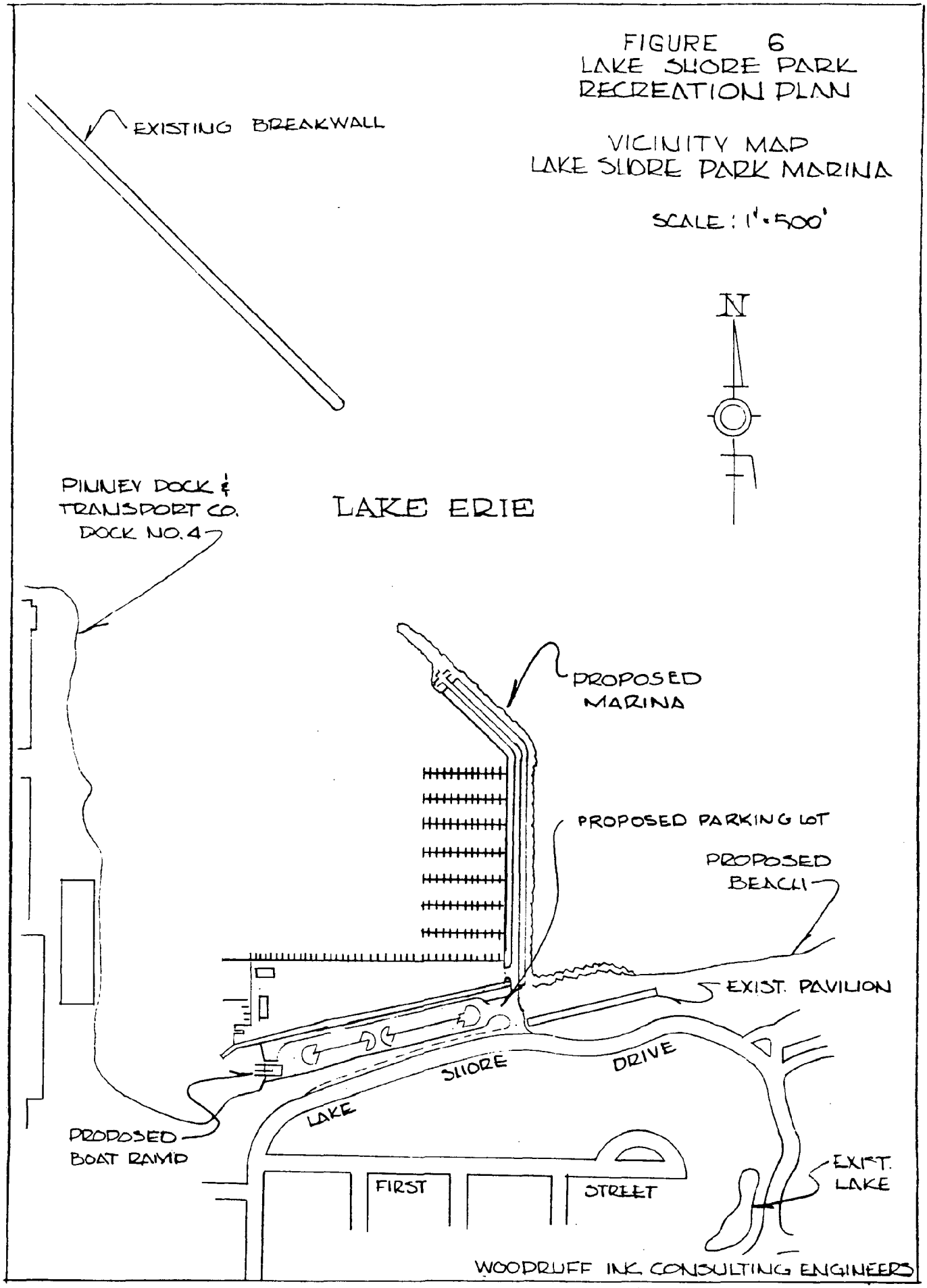


FIGURE 6
LAKE SHORE PARK
RECREATION PLAN
VICINITY MAP
LAKE SHORE PARK MARINA
SCALE: 1" = 500'
EXISTING BREAKWALL
N
PINNEY DOCK & TRANSPORT CO. DOCK NO. 4
LAKE ERIE
PROPOSED MARINA
PROPOSED PARKING LOT
PROPOSED BEACH
EXIST. PAVILION
SHORE
DRIVE
LAKE
PROPOSED BOAT RAMP
FIRST
STREET
EXIST. LAKE
WOODRUFF INC. CONSULTING ENGINEERS

Parking will be on the bluff requiring land acquisition. The parking area will be capable of handling 400 cars.

In this alternative Coast Guard facilities are also provided for. In this alternative they will be located on the west side of the proposed marina. This area should also be advantageous to Coast Guard efficiency.

MITIGATION OF ADVERSE COASTAL ENERGY IMPACTS

Many of the improvements in this plan effectively mitigate adverse impacts simply by their presence. The most important mitigation is preserving the land and waterfront in the public domain. This is accomplished by providing an active recreational use to counteract the commercial pressure to turn the land over to the public sector.

By increasing the public use of the area more people have a part in the decision of land control. As this area is directly adjacent to the Pinney Dock Company, and the threat of expansion is always present, these alternatives effectively limit the growth potential yet allow the Dock Company full utilization of existing space. These do however, lend a cooperative setting versus a competitive one. This is expecially true of the marina.

SHORELINE PROTECTION

Both the Phase 1 and Phase 2 portions of the proposal for this area effectively reduce the shoreline erosion problem in this portion of the park. Within the boat ramp construction project (Phase 1) completion of the breakwall is accomplished. This new construction should prevent further loss of area to the park.

Phase 2, the Lakeshore Park Marina, will further mitigate wave action on the west side of the park area. The pier/ breakwall should effectively reduce wave heights and dissipate the energy causing the majority of loss.

COST ESTIMATES

Budget cost estimates are provided on the following tables for the alternatives presented for this area. These costs represent total costs including engineering and contingencies, and based upon 1979 price indexes. These budget estimates are included only for use in comparison of alternatives and to help establish funding objectives. More exact estimates would have to be made for each individual project after its exact scope and design criteria have been determined.

WEST LAKEFRONT AREA COST ESTIMATES

Phase 1 Boat Ramp Project	$ 520,000
Phase 2 Lakeshore Park Marina Alternative A	4,051,000
Phase 2 Lakeshore Park Marina Alternative B	4,090,000

LAKESHORE PARK RECREATION PLAN
ESTIMATED MARINA PROJECT COSTS-A

MARINA PROJECT

Floating Docks	$ 544,000
328 Car Parking Area	410,000
Roadway	30,000
Parking with Drainage	80,000
Sheet Piling	1,300,000
Fill	533,000
Boat House	200,000
Restaurant	100,000
Rubble Mound Breakwall	260,000
Rubble Mound Shore Protection	500,000
Beacon with Electric	15,000
Dockside Water and Electric Connections	64,000
Marine Service Station	15,000
Total	$4,051,000

LAKESHORE PARK RECREATION PLAN

ESTIMATED MARINA PROJECT COSTS-B

MARINA PROJECT

Floating Docks with Electric & Water	$ 745,000
Land Acquisition	850,000
Parking Area 400 Cars	480,000
Breakwall (1470)	1,081,000
Beacons with Electric	30,000
Service Station	15,000
Roadway	24,000
Restaurant/Boat House	200,000
Sheetpiling	430,000
Fill	150,000
Demolition of Structures	85,000
Total	$4,090,000

RECOMMENDATIONS

For the West Lakefront area, both the Phase 1 boat ramp project and the Phase 2 Lakeshore Park Boat Marina A proposal should be developed. The major reason for this recommendation is the enhanced opportunity provided to the general public for recreational use of this area.

Alternative A Marina proposal is recommended for several reasons. First, it is the least costly of the two alternatives. Second, it does not require the taking of private land that Alternative B does. Finally, the cohesion to the park is enhanced by this Alternative.

Revenues produced by Alternative A are shown on the following table. Indications are that this alternative can effectively produce a return on the investment.

LAKESHORE PARK RECREATION PLAN

MARINA REVENUES*

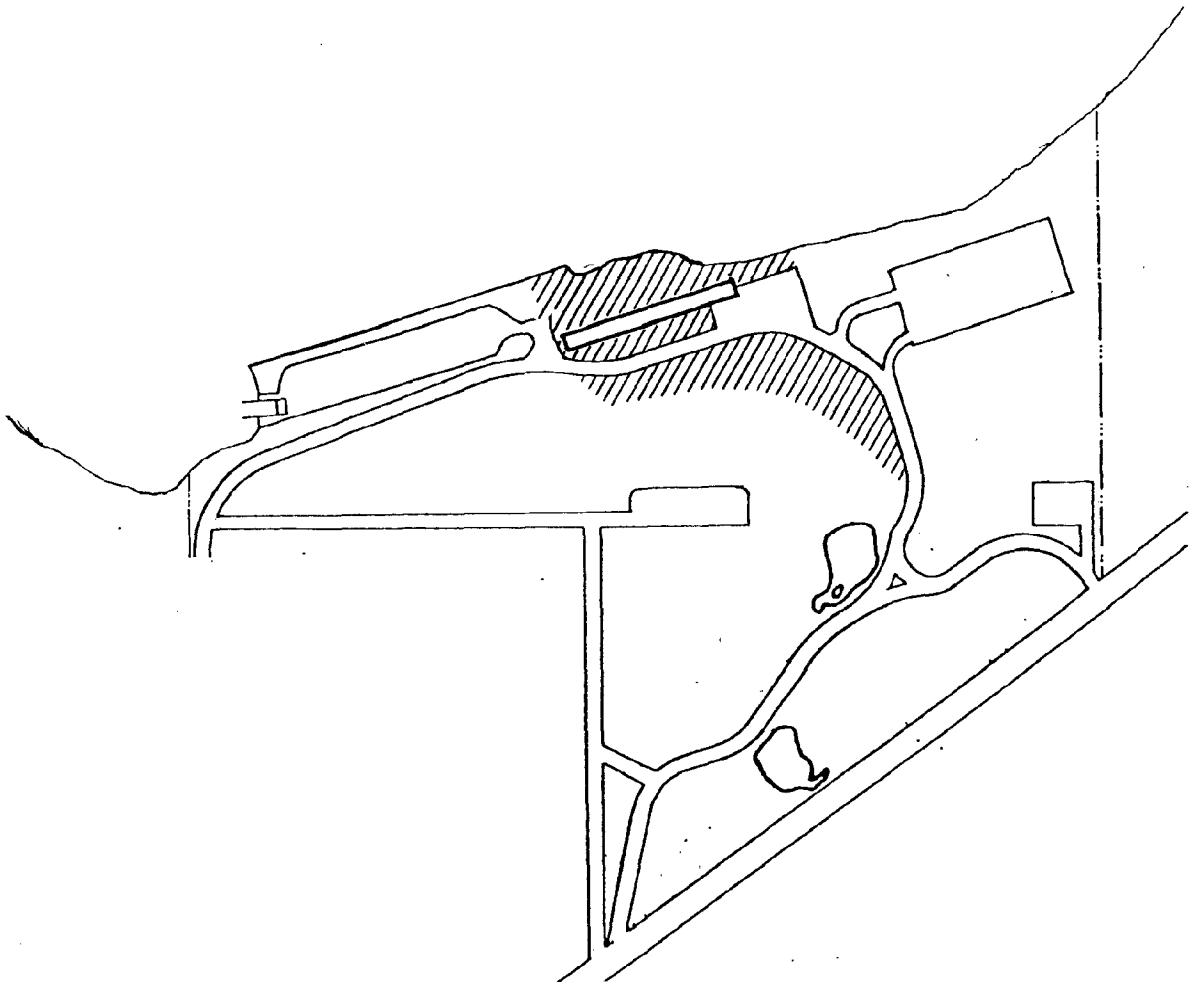
Boat Rental Revenues	
600/Boat/Season (416 Slips)	$ 249,600
Parking Revenues Boat Reserved ($20/Space)	8,320
General ($1.00) (116 Spaces) 20 Wks @ 2 Day/Wk 2 Turnover/Day	9,280
	$ 267,200
42800 Gallons per Summer Season	6,420
@ 15¢ Profit per Gallon	$ 273,620

ANNUAL PAYMENTS

Annual Payment for 5 1/4% for 20 Yrs.	$ 331,988
Annual Payment for 5 1/4% for 25 Yrs.	$ 294,674
Annual Payment for 5 1/4% for 30 Yrs.	$ 271,081

*Exclude leases and concessions.

CENTRAL LAKEFRONT AREA



CENTRAL LAKEFRONT AREA

The location of this area is graphically displayed in Figure 1 . Currently this area is considered the focal point for all lakefront park activities. Included in this area are the Lakefront Pavilion, rest rooms, refreshment stand and parking.

The greatest problem in this area is deterioration of structures. The existing pavilion, an Ashtabula landmark, had suffered from considerable lake abuse due to high lake levels. This problem was rectified in 1978 by rebuilding the breakwall which provides additional protection. As a result the pavilion and surrounding may now be improved.

The existing parking area is also in need of rehabilitation as well as the refreshment stand. The refreshment stand is seriously deteriorated and is in a poor location, interrupting traffic flow.

When making the alternatives for this area the following assumptions were made:

1. The Lakefront Pavilion is to be improved and retained and therefore incorporated into the general plan.

2. This area is to have a multi-use character but should retain its basically passive nature.
3. To the east will be constructed a beach facility by the U.S. Army Corps of Engineers and to the west will be the boat ramp as proposed in the previous section.
4. This area should retain its passive water orientation.

MULTIPLE USE ALTERNATIVES

Two general alternatives for this area are presented in Figures 7 and 8 . A beach alternative depends upon the decision of the U.S. Army Corp of Engineers for the adjacent beach area with respect to size (800 feet versus 1300 feet). An other alternative is for a lakefront picnic area. Both alternatives are feasible.

At the present time the area behind the breakwall is being filled. To improve this area a retaining wall to stabilize the fill should be included in both alternatives. This would preserve the lower tier of the pavilion for storage facilities. The retaining wall should be between 15 and 20 feet from the pavilion to allow for vehicular access by park personnel and pedestrian traffic. It would also separate these activities from the uses planned for the fill areas.

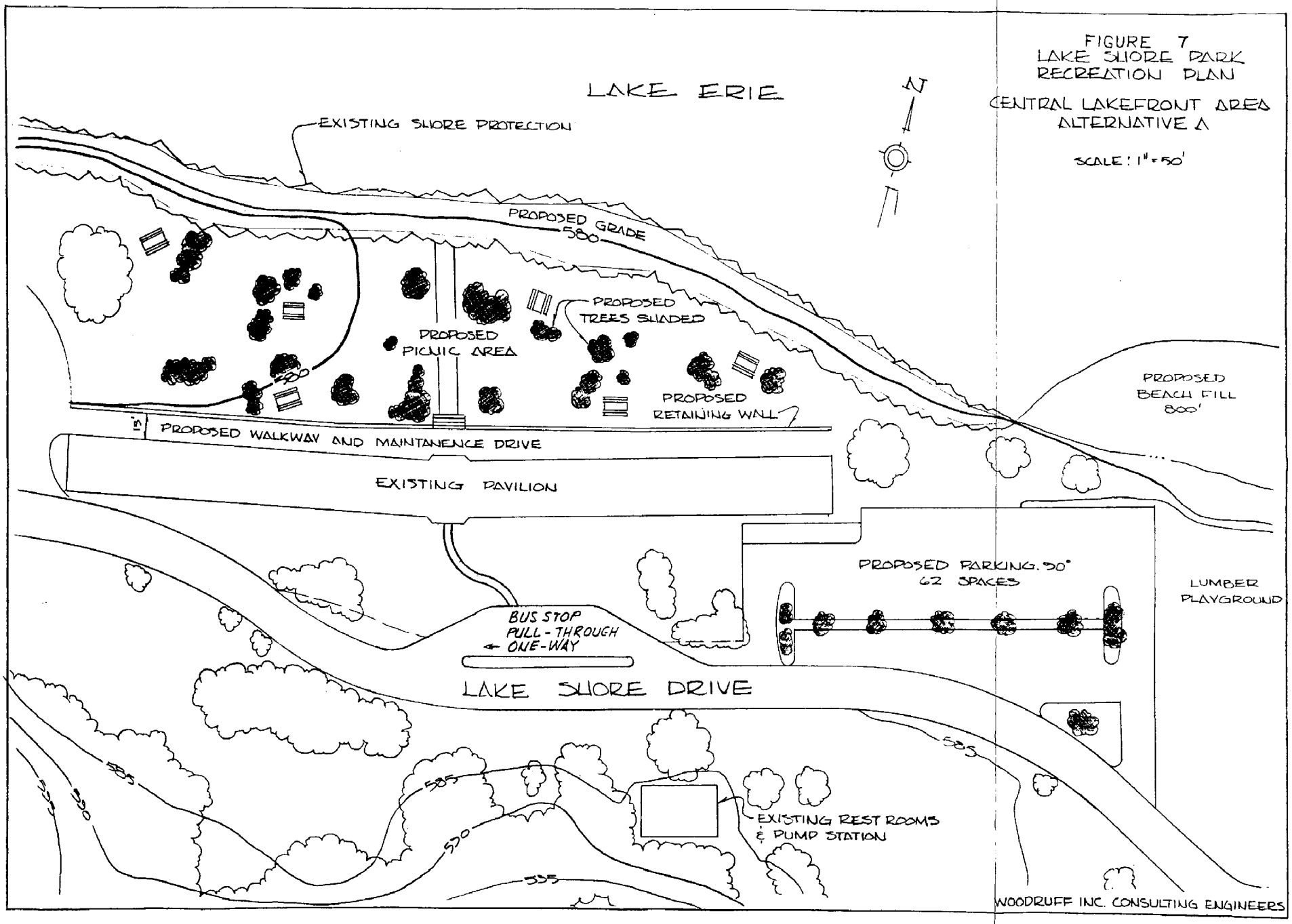


FIGURE 7
LAKE SHORE PARK
RECREATION PLAN

CENTRAL LAKEFRONT AREA
ALTERNATIVE A

SCALE: 1" = 50'

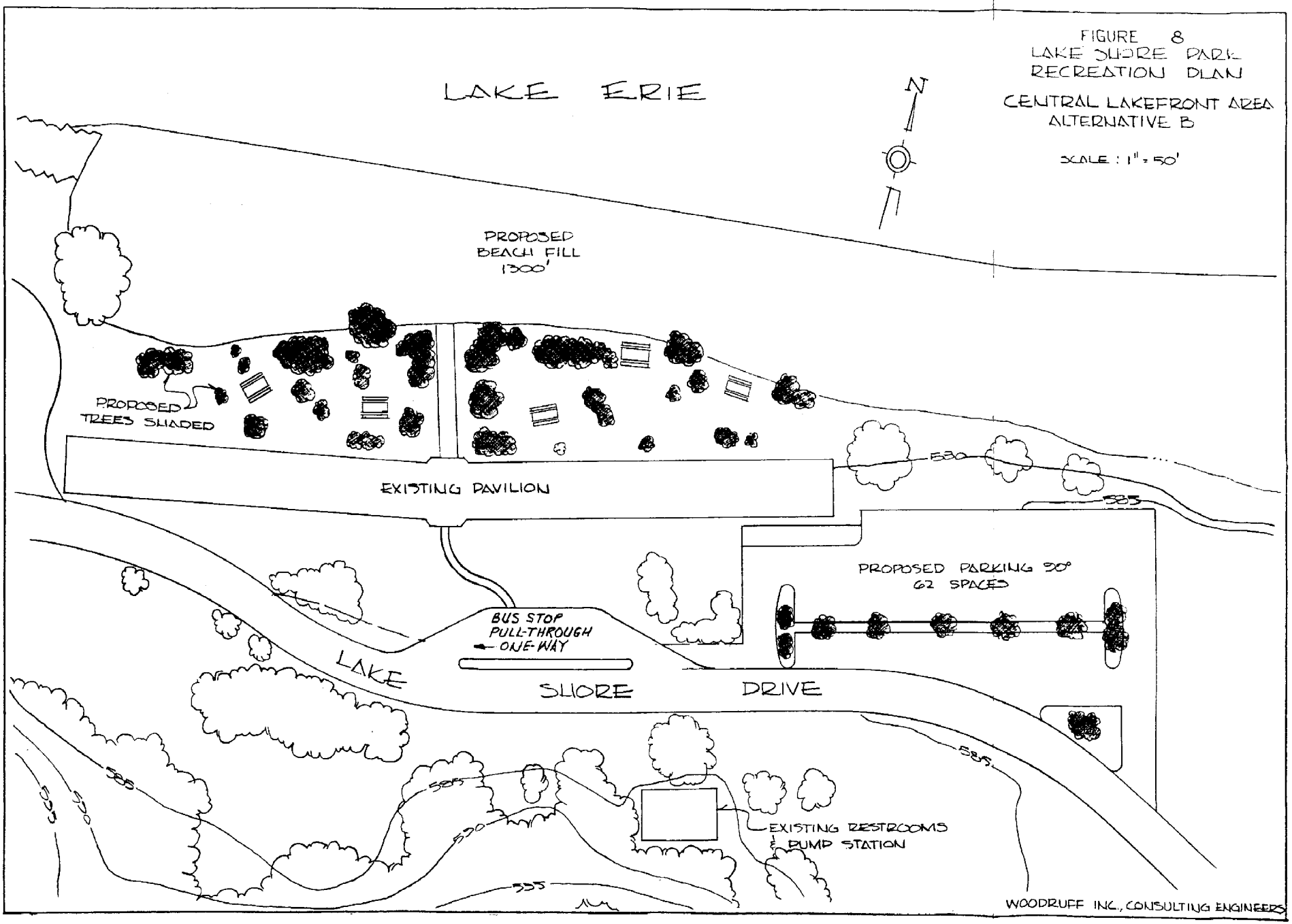


FIGURE 8
LAKE SHORE PARK
RECREATION PLAN
CENTRAL LAKEFRONT AREA
ALTERNATIVE B
SCALE : 1" = 50'
LAKE ERIE
N
PROPOSED
BEACH FILL
1300'
PROPOSED
TREES SHADED
EXISTING PAVILION
580
585
PROPOSED PARKING 90°
62 SPACES
BUS STOP
PULL-THROUGH
← ONE-WAY
LAKE
SHORE
DRIVE
585
580
575
580
585
575
EXISTING RESTROOMS
PUMP STATION
WOODRUFF INC., CONSULTING ENGINEERS

Alternative uses for the fill area are for picnic and play areas. This is graphically depicted in Figure 7 . The upper portion of the pavilion should be kept in its current use and no alternatives are proposed. The lower portion should be used for storage or supply facilities should the demand warrant. The storage areas on the west side of the pavilion should be considered for solid waste handling. Rollable dumpster boxes could easily be stored here and pickup could be accomplished via the boat ramp road. The remaining shelters could be used to store trash containers in the winter or could be leased in the future to provide umbrellas, rafts, etc. to the park goers.

Alternatives for the refreshments stand are limited to relocation or complete removal. The structure is deteriorated and poorly located in terms of traffic flow and incompatable aesthetically with the pavilion structure. This location would be ideal for a bus turn off or mass transit station.

The parking area is needed for use with the beach facility. There is only one alternative and this is presented in Figures 7 & 8. The proposed lot will serve 62 cars and should be paved with asphalt and lighted. Paving is required for two reasons: First to reduce dust and second to increase parking density.

It should be noted that in the fill area careful engineering will be required to prevent soil erosion due to overtopping waves washing through the porous rubble breakwall. This measure is not only for aesthetic purposes but also to insure public safety.

MITIGATION OF ADVERSE COASTAL ENERGY IMPACTS

As is the case with a number of the alternatives, a major mitigation is gained through increased recreational use. By improving the park facilities more people will frequent the park, thus creating greater public awareness of the need to preserve the park facilities and keep them in the public domain. The parking and other facilities provided in this area are integral components of the alternatives in other areas such as the beach area which provide direct mitigation of adverse energy impacts.

SHORELINE PROTECTION

In this area the shore erosion problem has been eliminated by the new breakwall built in 1978.

COST ESTIMATES

Budget cost estimates are provided on the following table for the alternatives presented for this area. These costs represent total costs including engineering and contingencies, and is based on 1979 price indexes. These budget estimates are included only for use in comparison of alternatives and

to help establish funding objectives. More exact estimates would have to be made for each individual project after its exact scope and design criteria have been determined.

CENTRAL LAKEFRONT AREA COST ESTIMATES

Alternative A	
Retaining Wall	$ 26,000
Parking Area	85,000
	$ 111,000
Alternative B	
Parking Area	$ 85,000
500' of Beach	1,000,000
	$1,085,000

RECOMMENDATION

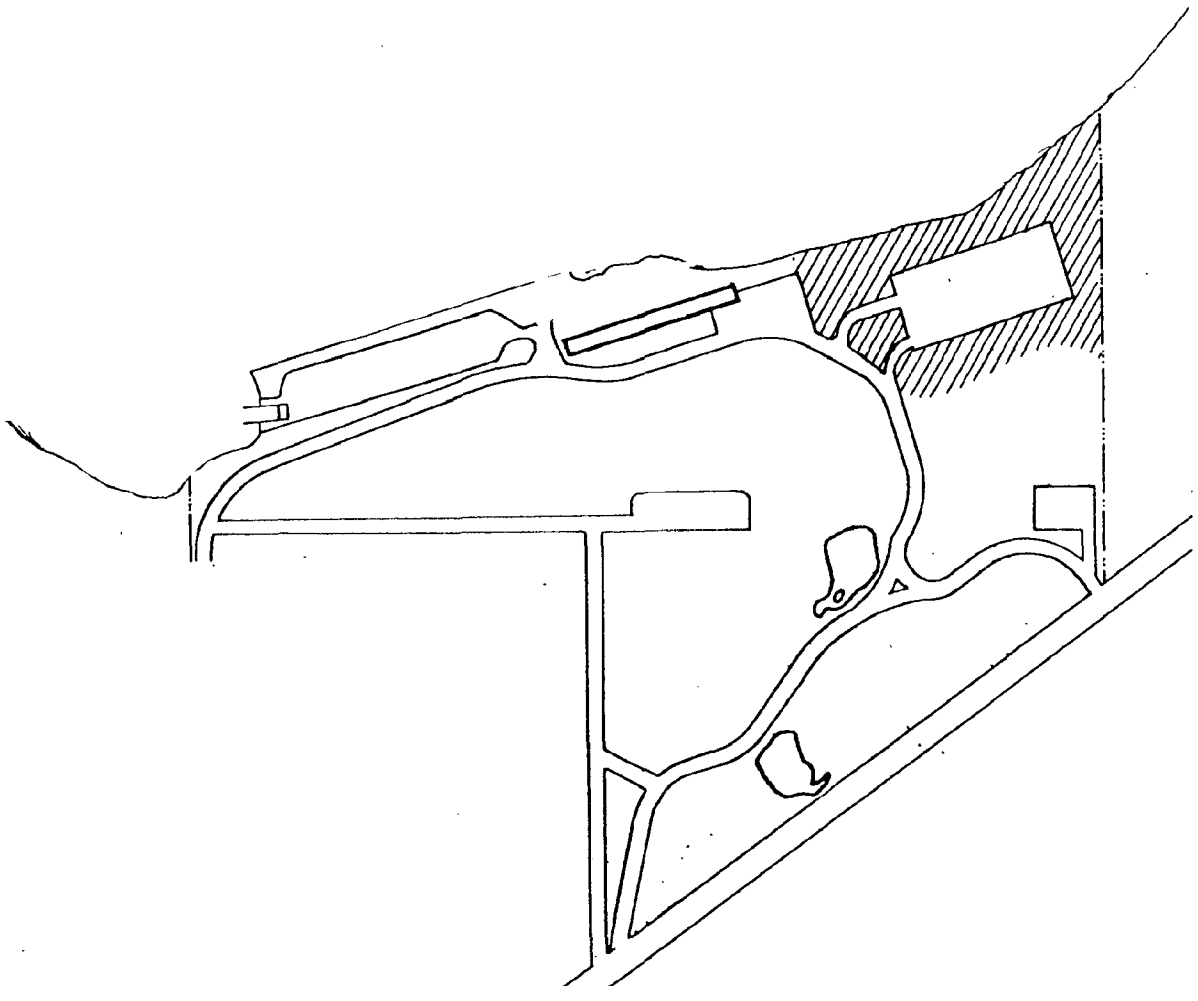
For the Central Lakefront Area alternative A is recommended. This alternative is recommended for the following reasons:

1. Cost
2. The 1300' beach alternative cannot be handled without massive parking improvements.
3. Improved multi-use orientation.

Removal of the existing concession stand is also recommended. Replacement with a bus stop is the most feasible

concept. A new refreshment stand in the East Lakefront Area is suggested and discussed in the following section.

EAST LAKEFRONT AREA



EAST LAKEFRONT AREA

The location of this area is depicted in Figure 1. Currently this area is being used for a recreational vehicle campground. All necessary services, electricity, water and sewer are provided to the campers.

In this area a major erosion problem exists. As a result, the U.S. Army Corp of Engineers was called in to evaluate possible corrective measures. Their recommendation was to place a beach in this area either 800 or 1300 feet in length. Protection for the beach would be provided by a two segment breakwall for the 800 foot beach alternative, a three segment wall for the 1300 foot beach or a continous wall to protect the entire park. Limitations on the development of the project are parking and financing.

The 800 foot beach was considered more acceptable by the Park Commission because it protected the area east of the pavillion adequately, provided a recreation beach, did not require unrealistic amounts of parking space, and the cost of the project was not prohibitive if assistance was available from the State of Ohio and the federal government.

The 1300 foot beach would serve the purpose of protecting the main pavillion as well as the east bluff area. The pavillion is protected by a recently constructed sea wall. This wall would have to be torn down before the beach could be constructed.

While the 800 foot beach does not match the bathing area of the 1300 foot beach proposed, the 800 foot beach will accommodate the future peak demand for the next twenty years or more. This projection is based on the U.S. Army Corps of Engineers Stage II Report for the Lakeshore Park Beach Erosion and Shoreline Protection Study, August 1979. The projected instantaneous future peak daily demand for the year 2032 is 2,765. The 1300 foot beach has the capacity for 3,761 people and the 800 foot beach can accommodate 2,315 people. The minimum beach area requirement in these projections is 75 square feet per bather. The 1300 foot beach does meet the projected demand for fifty years.

Because of the lower bathing area capacity projection for the 800 foot beach, the parking demand is lower than the 1300 foot beach. The Park Commission has planned for about 556 parking spaces to be utilized by the bathers. The Corps of Engineers has estimated that by 2002 (when the beach will be at its maximum capacity) the parking will be at maximum if 3.6 persons per car are riding to the beach. The table below shows a comparison of the two beach sizes for capacity of beach and parking.

Lakeshore Park
Beach Area Parking Requirements

800 Foot Beach x 217 Feet Wide	
173,600 square feet	
3.99 AC	
@ 100 square feet/Person Average Day	1736 Persons
@ 75 square feet/Person Peak Day	2315 Persons
1736 Persons @ 4/car	434 Autos
2315 Persons @ 4/car	579 Autos
1300 Foot Beach x 217 Feet Wide	
282,100 square feet	
6.48 AC	
@ 100 square feet/Person Average Day	2821 Persons
@ 75 square feet/Person Peak Day	3761 Persons
2821 Persons @ 4/car	705 Autos
3761 Persons @ 4/car	940 Autos

The demand for parking for the 1300 foot beach would escalate 675 by 2032 as estimated by the Corps of Engineers and upwards to 940 spaces as indicated in the last line of the table above.

The final element considered by the Park Commission in the comparison of the 1300 and 800 foot beaches was the cost of the project. The Corps of Engineers (in the previously cited report) estimated the total cost of the 1300 foot beach with three offshore breakwaters at $2,435,700 and the 800 foot beach with two offshore breakwaters at $1,666,800. These costs were calculated using May 1979 construction costs and price levels. The non-Federal share of the project is $603,440 for the 800 foot beach project and $1,351,515 for the 1300 foot beach project.

If the State of Ohio participated in the funding assistance of the project to a maximum of two-thirds the non-Federal share, the Park Commission's cost would be $450,505 for the 1300 foot beach project and $201,146 for the 800 foot beach project. The present budget of the Ashtabula Township Park Commission could not withstand the type of expenses incurred for the 1300 foot beach along with the annual beach nourishment costs. The Park Commission has determined that it could consider the costs of the 800 foot beach in a few years. The cost could go up depending on the rate of inflation for this type of construction project.

The following assumptions were used for this area:

1. The park desires a new beach and shore protection.
2. Parking is required to accomplish the above goal.

MULTIPLE-USE ALTERNATIVES

The proposed beach is to be located in the East Lakefront Area. This will change the erosion prone deteriorating area to an active, highly populated one. Parking to serve the beach is a main concern of this study.

At present, the old parking area is now a campground. Alternatives for this area are for the most part, to return

the parking lot to its original use. Figures 9 and 10 show various parking alternatives which were investigated in an effort to maximize capacity. All Figures have calculations of parking capacity for the alternatives.

In order to gain parking in the West Inland Area (See Figure 1)relocation of the maintenance facilities to this lot is considered. Figures 11 and 12 show the various parking alternatives modified to include a maintenance facility. Figures 11 & 12 collate the possible alternatives. In all cases asphalt paving and lighting is suggested to reduce dust and provide appealing facilities. Electric utilities should be placed underground. The existing trailer connections should be dropped to ground level and preserved for possible future uses.

A new modern "lumber" playground is also suggested for this area to replace existing facilities. Lumber playground systems have lower maintenance costs, longer life-spans, are more aesthetically pleasing, and tend to hold children's interest longer than traditional equipment.

Beach oriented activities are slated for this area with the development of a new pavilion. This pavilion would have a refreshment stand to replace the structure in front of the Lakefront Pavilion. In addition a bath house with showers, and rest room facilities would be provided in this structure.

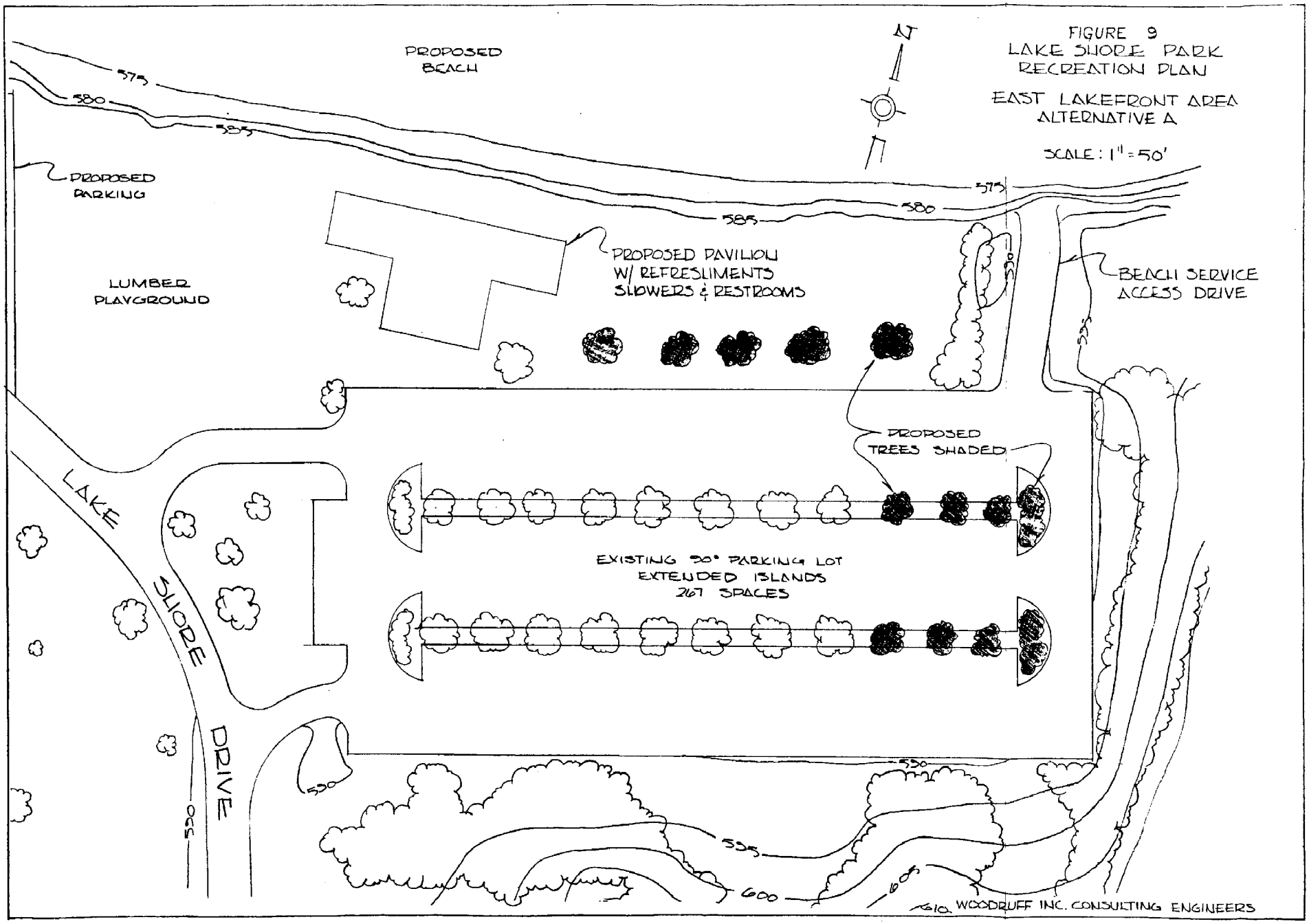
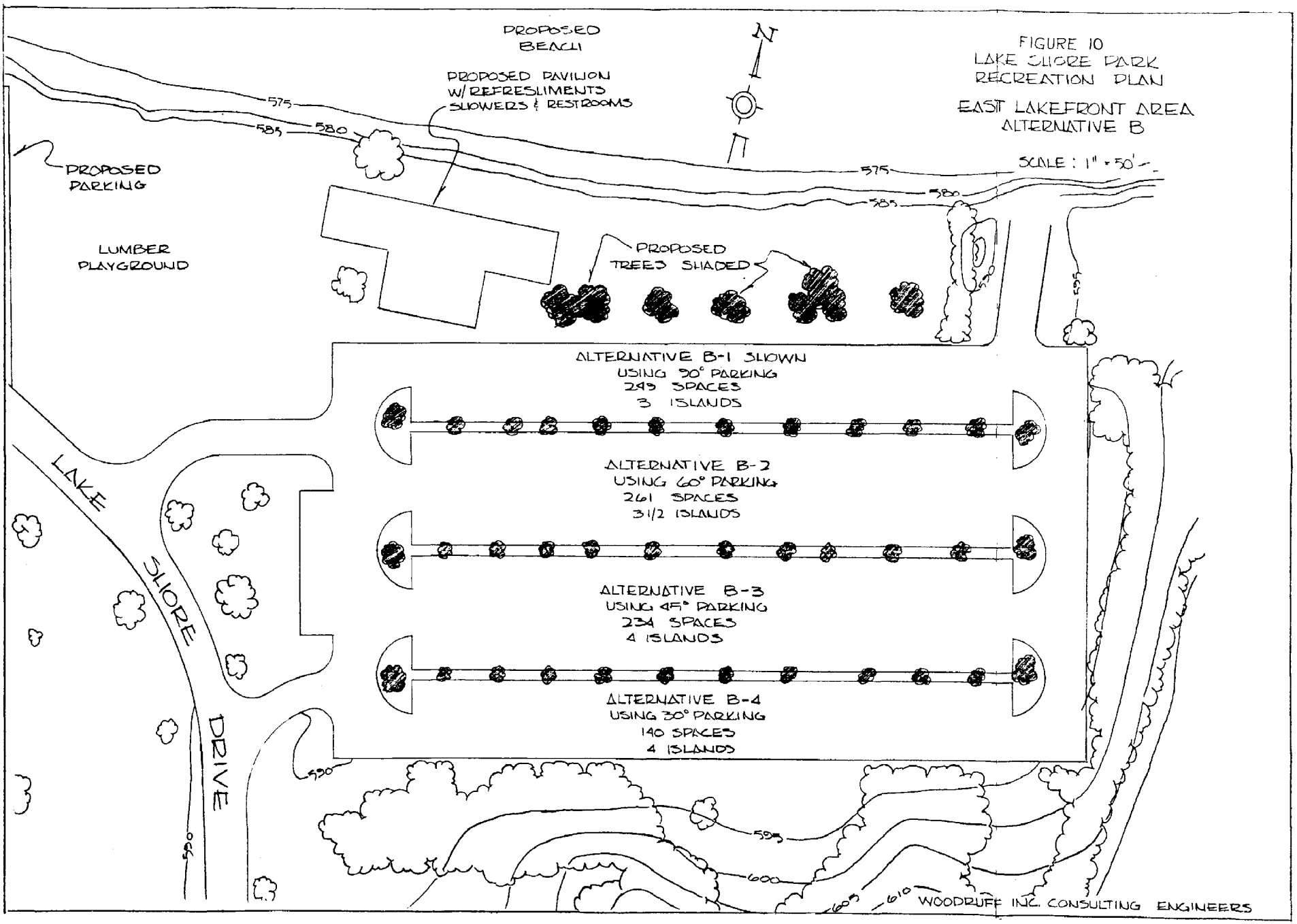


FIGURE 9
LAKE SHORE PARK
RECREATION PLAN
EAST LAKEFRONT AREA
ALTERNATIVE A
SCALE: 1" = 50'
N
PROPOSED BEACH
575
580
585
PROPOSED PARKING
LUMBER PLAYGROUND
PROPOSED PAVILION W/ REFRESHMENTS SHOWERS & RESTROOMS
BEACH SERVICE ACCESS DRIVE
PROPOSED TREES SHADED
EXISTING 90° PARKING LOT EXTENDED ISLANDS 267 SPACES
LAKE SHORE DRIVE
550
535
600
GIO WOODRUFF INC. CONSULTING ENGINEERS


PROPOSED BEACH
PROPOSED PAVILION W/ REFRESHMENTS SHOWERS & RESTROOMS
PROPOSED PARKING
LUMBER PLAYGROUND
PROPOSED TREES SHADED
575
585
580
595
590
ALTERNATIVE B-1 SHOWN
USING 90° PARKING
249 SPACES
3 ISLANDS
ALTERNATIVE B-2
USING 60° PARKING
261 SPACES
3 1/2 ISLANDS
ALTERNATIVE B-3
USING 45° PARKING
234 SPACES
4 ISLANDS
ALTERNATIVE B-4
USING 30° PARKING
140 SPACES
4 ISLANDS
LAKE SHORE DRIVE
595
600
605
610
N
SCALE : 1" = 50'
FIGURE 10
LAKE SHORE PARK
RECREATION PLAN
EAST LAKEFRONT AREA
ALTERNATIVE B
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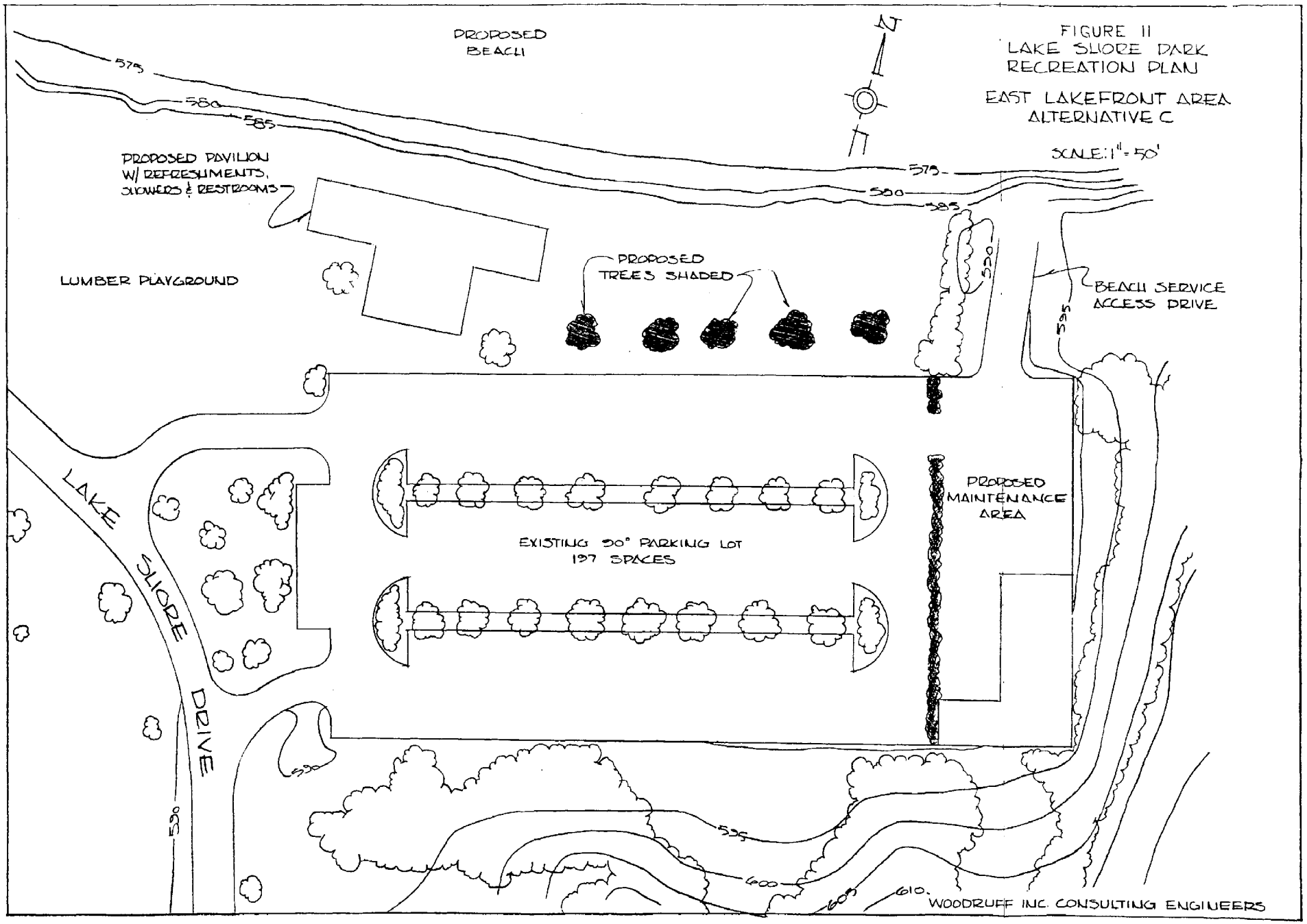
PROPOSED BEACH
N
FIGURE II
LAKE SHORE PARK
RECREATION PLAN
EAST LAKEFRONT AREA
ALTERNATIVE C
SCALE: 1" = 50'
575
580
585
PROPOSED PAVILION W/ REFRESHMENTS, SHOWERS & RESTROOMS
LUMBER PLAYGROUND
PROPOSED TREES SHADED
520
BEACH SERVICE ACCESS DRIVE
595
LAKE SHORE DRIVE
EXISTING 90° PARKING LOT
197 SPACES
PROPOSED MAINTENANCE AREA
530
535
600
610
WOODRUFF INC. CONSULTING ENGINEERS

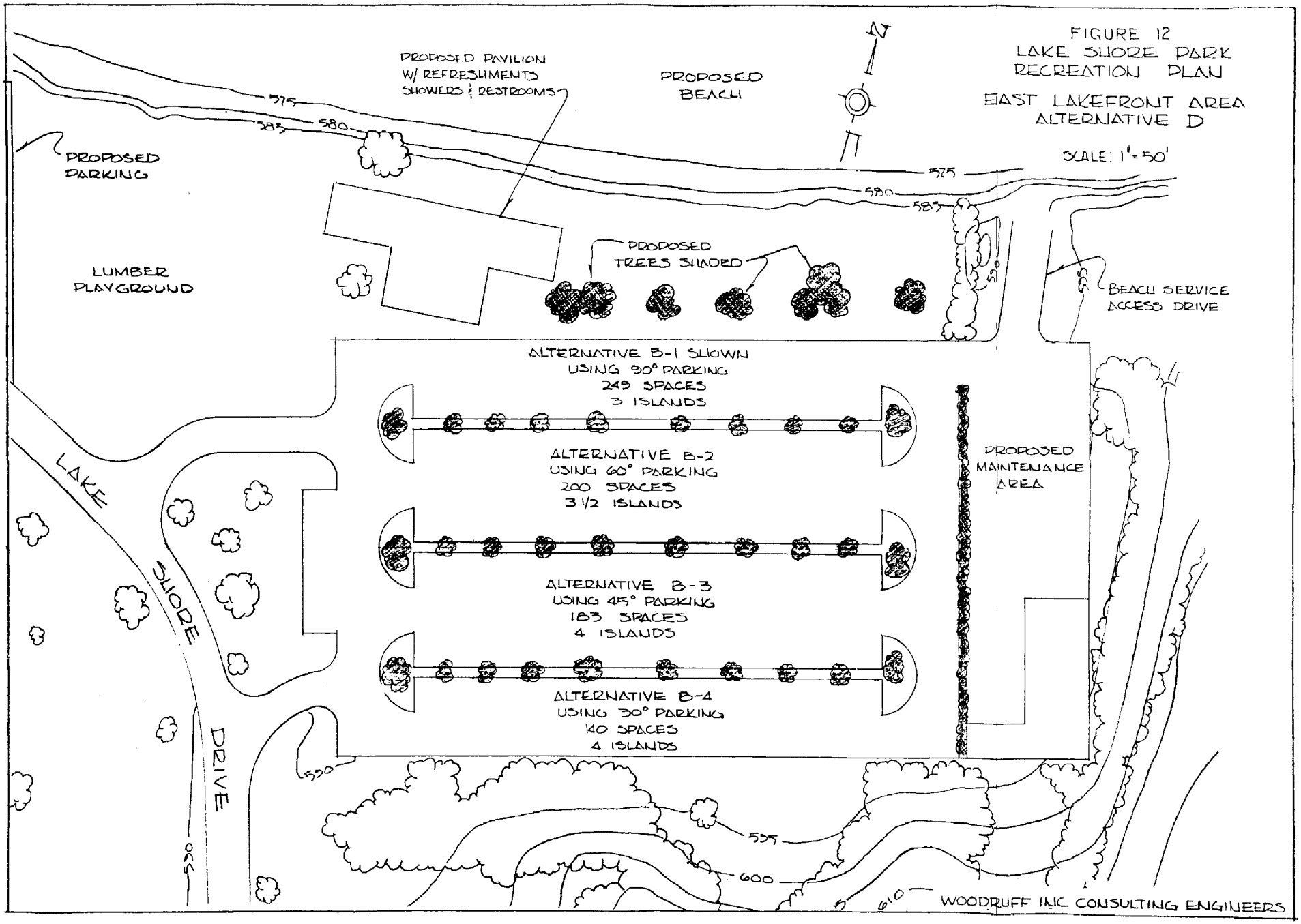
FIGURE 12
LAKE SHORE PARK
RECREATION PLAN
EAST LAKEFRONT AREA
ALTERNATIVE D
SCALE: 1" = 50'
PROPOSED PAVILION
W/ REFRESHMENTS
SHOWERS & RESTROOMS
PROPOSED
BEACH
PROPOSED
PARKING
575
580
585
LUMBER
PLAYGROUND
PROPOSED
TREES SHADED
BEACH SERVICE
ACCESS DRIVE
ALTERNATIVE B-1 SHOWN
USING 90° PARKING
249 SPACES
3 ISLANDS
ALTERNATIVE B-2
USING 60° PARKING
200 SPACES
3 1/2 ISLANDS
ALTERNATIVE B-3
USING 45° PARKING
183 SPACES
4 ISLANDS
ALTERNATIVE B-4
USING 30° PARKING
140 SPACES
4 ISLANDS
PROPOSED
MAINTENANCE
AREA
LAKE
SHORE
DRIVE
550
555
600
610
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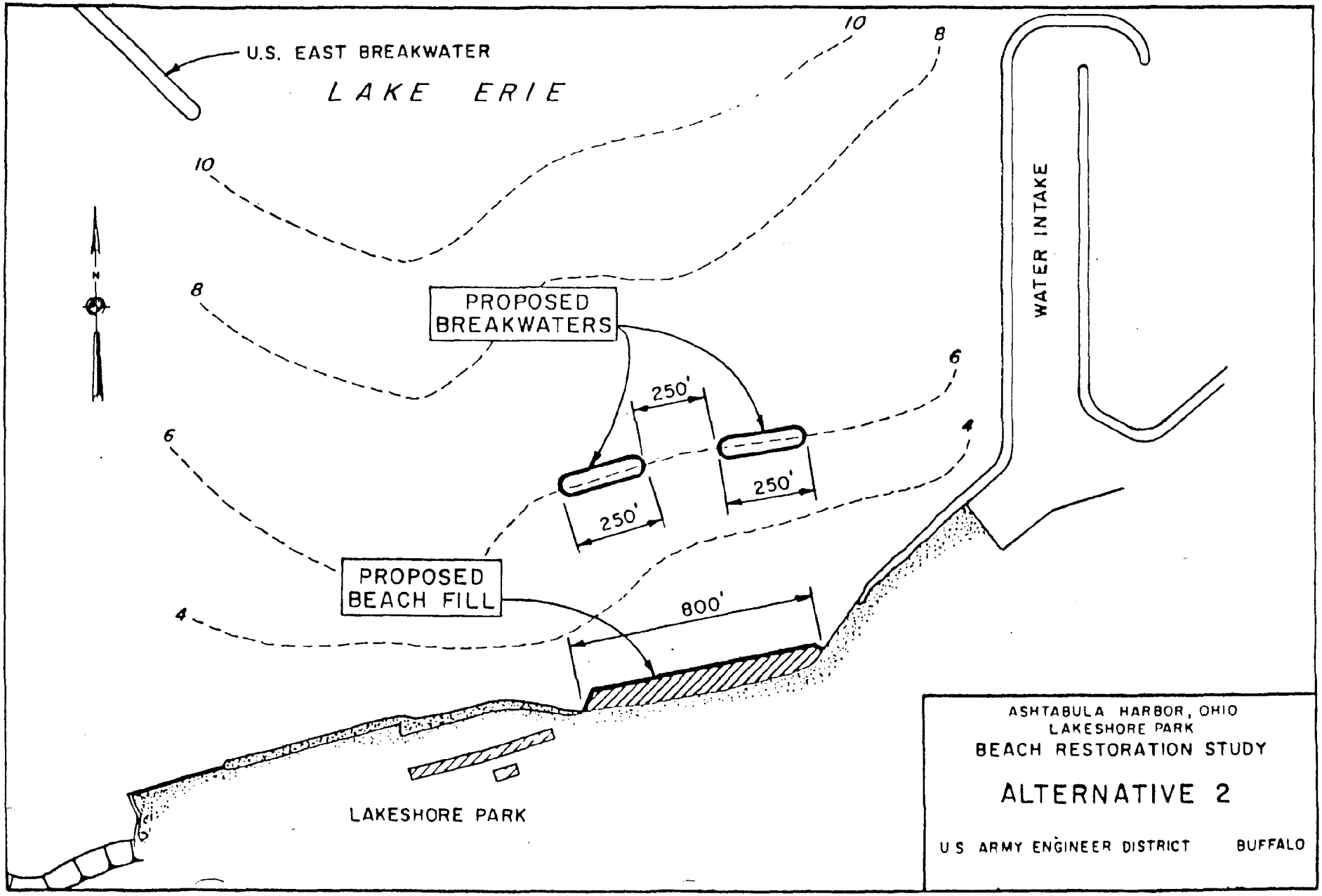

U.S. EAST BREAKWATER
LAKE ERIE
10
8
10
8
6
6
4
PROPOSED BREAKWATERS
250'
250'
250'
PROPOSED BEACH FILL
800'
WATER INTAKE
LAKESHORE PARK
ASHTABULA HARBOR, OHIO
LAKESHORE PARK
BEACH RESTORATION STUDY
ALTERNATIVE 2
U S ARMY ENGINEER DISTRICT BUFFALO

Fig. 13

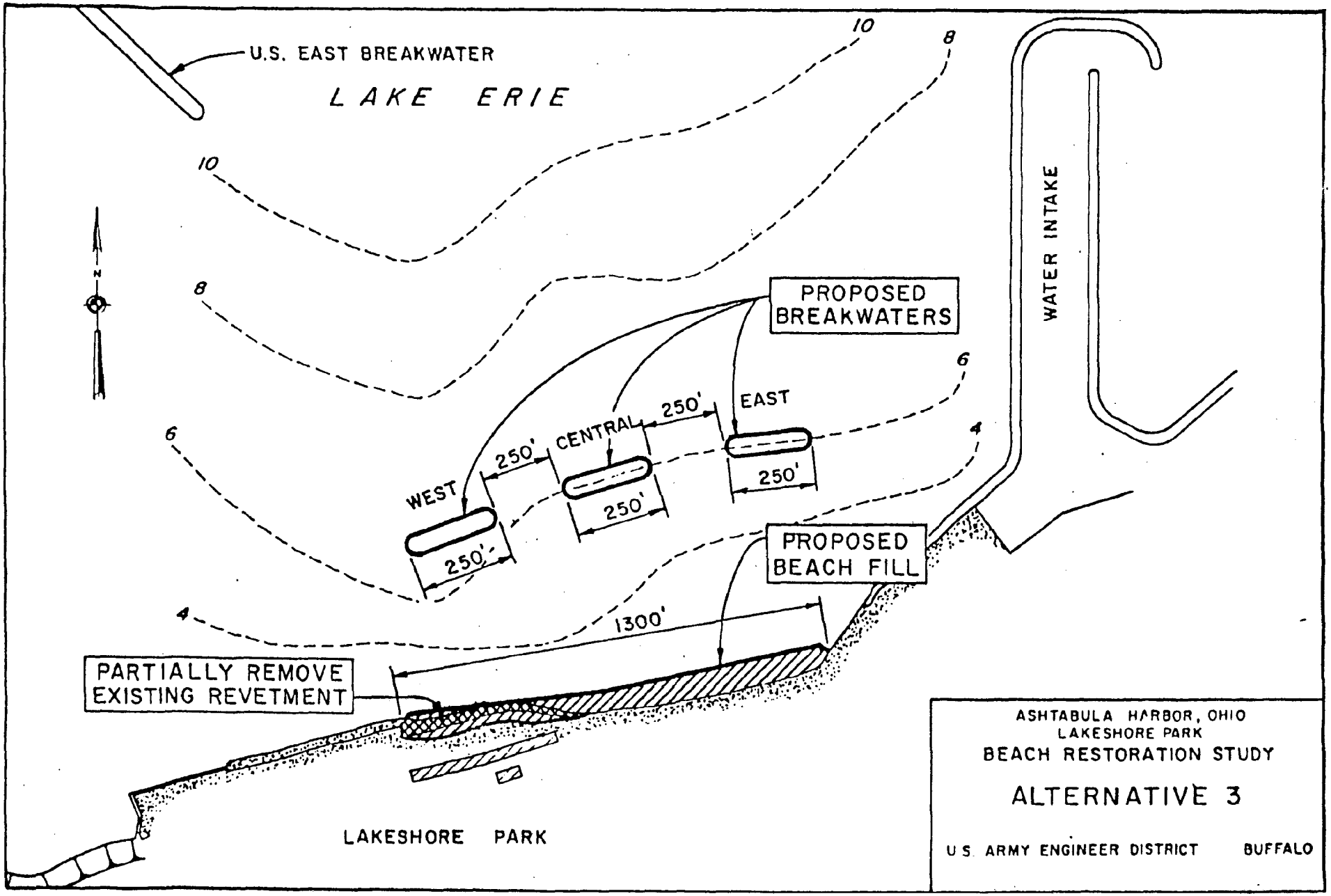

U.S. EAST BREAKWATER
LAKE ERIE
10
8
10
8
6
6
4
4
N
PROPOSED BREAKWATERS
WATER INTAKE
WEST
250'
CENTRAL
250'
EAST
250'
250'
250'
PROPOSED BEACH FILL
1300'
PARTIALLY REMOVE EXISTING REVETMENT
LAKESHORE PARK
ASHTABULA HARBOR, OHIO
LAKESHORE PARK
BEACH RESTORATION STUDY
ALTERNATIVE 3
U.S. ARMY ENGINEER DISTRICT BUFFALO

Fig. 14

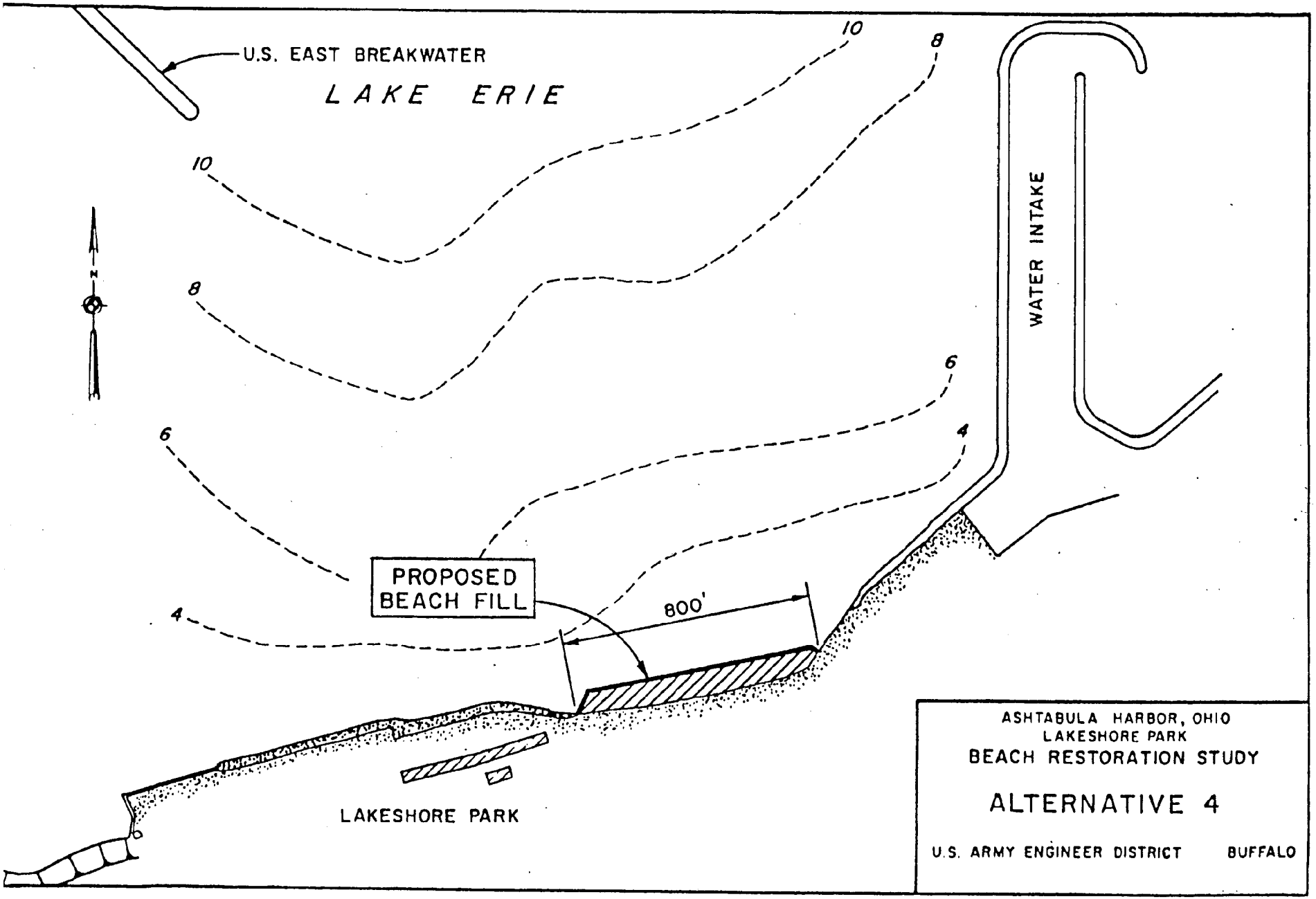

U.S. EAST BREAKWATER
LAKE ERIE
10
8
10
8
6
6
4
4
WATER INTAKE
PROPOSED
BEACH FILL
800'
LAKESHORE PARK
ASHTABULA HARBOR, OHIO
LAKESHORE PARK
BEACH RESTORATION STUDY
ALTERNATIVE 4
U.S. ARMY ENGINEER DISTRICT BUFFALO

Fig. 15

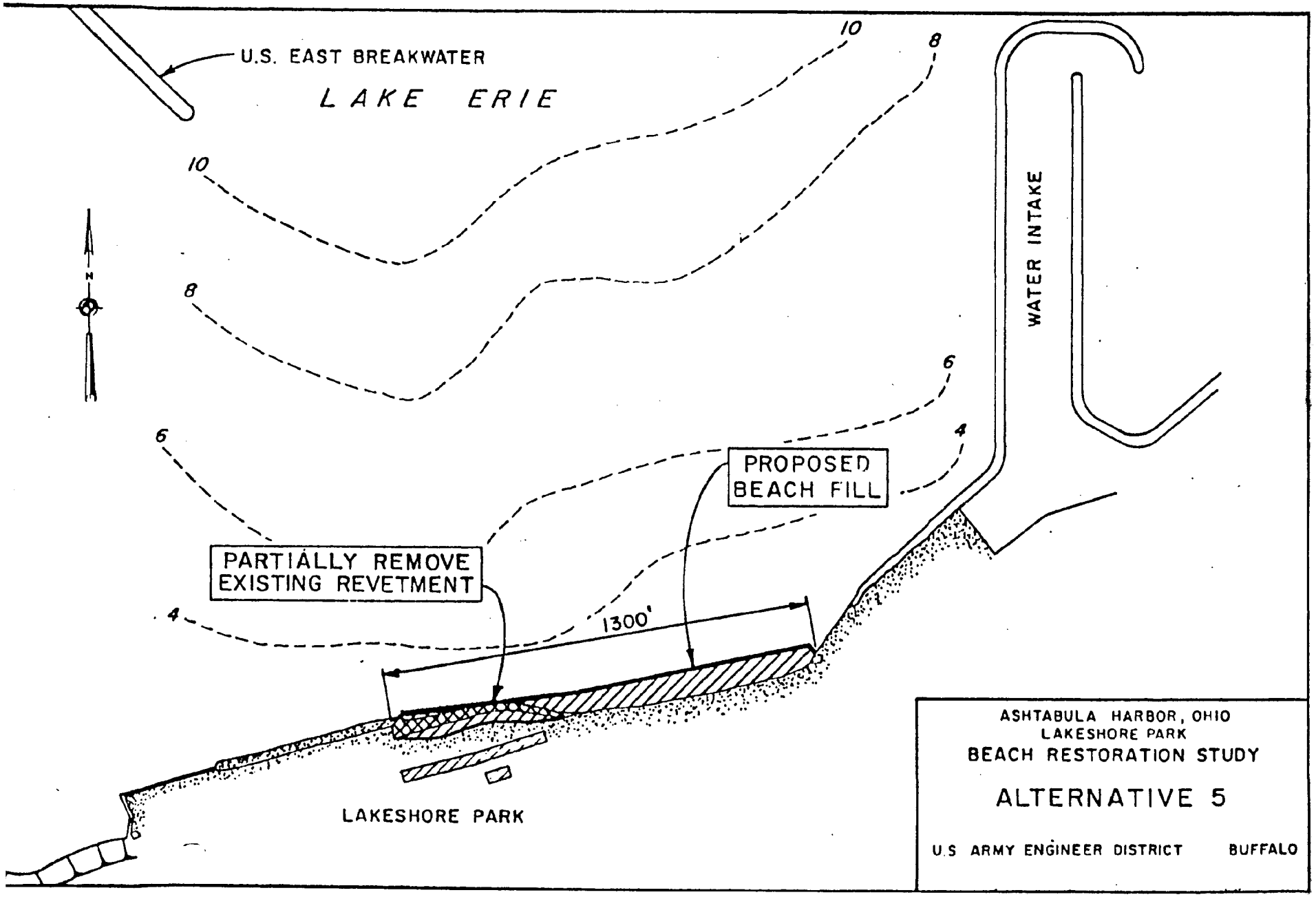

U.S. EAST BREAKWATER
LAKE ERIE
10
8
10
8
6
6
4
4
WATER INTAKE
PROPOSED BEACH FILL
PARTIALLY REMOVE EXISTING REVETMENT
1300'
LAKESHORE PARK
ASHTABULA HARBOR, OHIO
LAKESHORE PARK
BEACH RESTORATION STUDY
ALTERNATIVE 5
U.S ARMY ENGINEER DISTRICT BUFFALO

Fig. 16

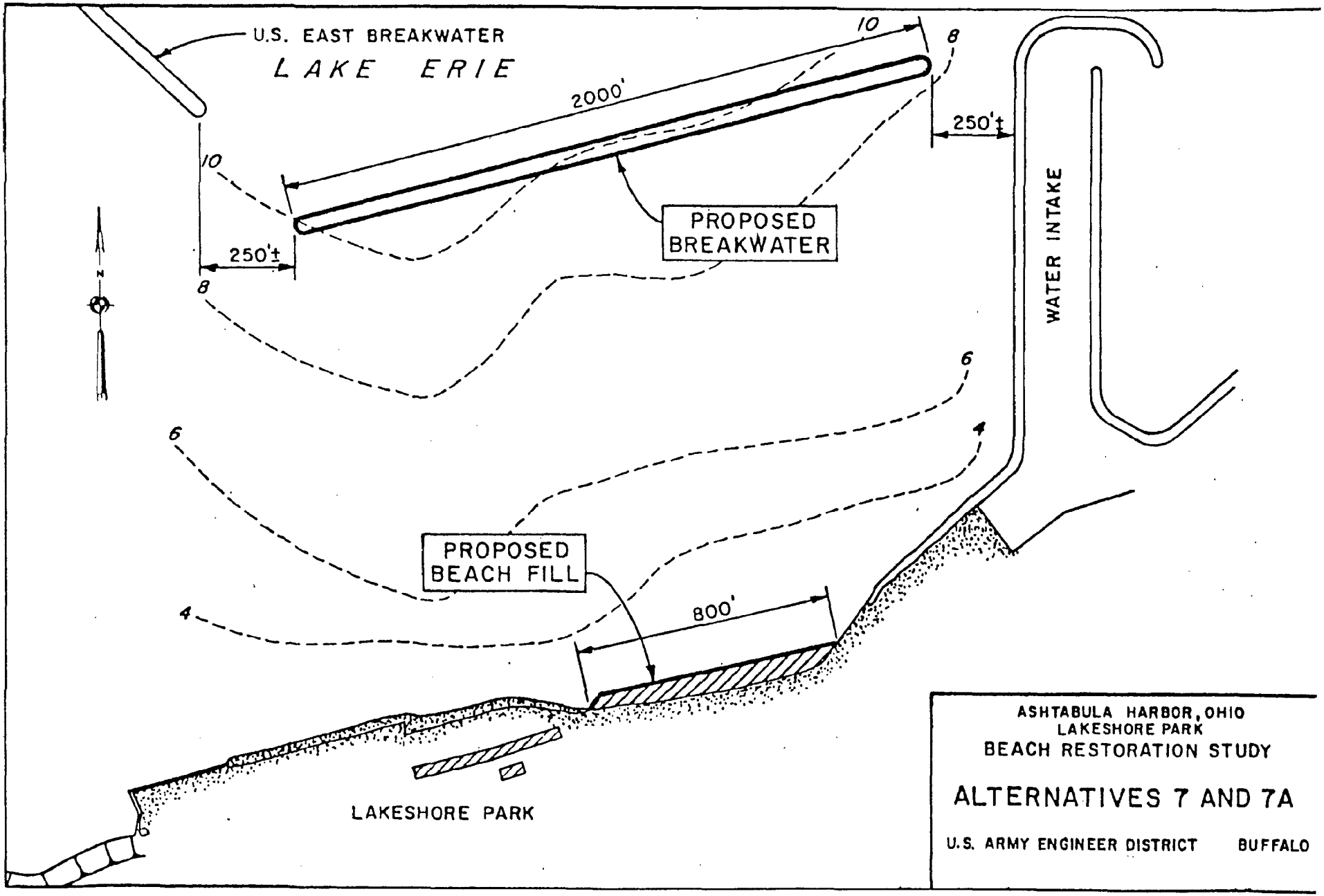

U.S. EAST BREAKWATER
LAKE ERIE
2000'
10
8
250'±
PROPOSED BREAKWATER
WATER INTAKE
6
4
PROPOSED BEACH FILL
800'
LAKESHORE PARK
ASHTABULA HARBOR, OHIO
LAKESHORE PARK
BEACH RESTORATION STUDY
ALTERNATIVES 7 AND 7A
U.S. ARMY ENGINEER DISTRICT BUFFALO

Fig. 17

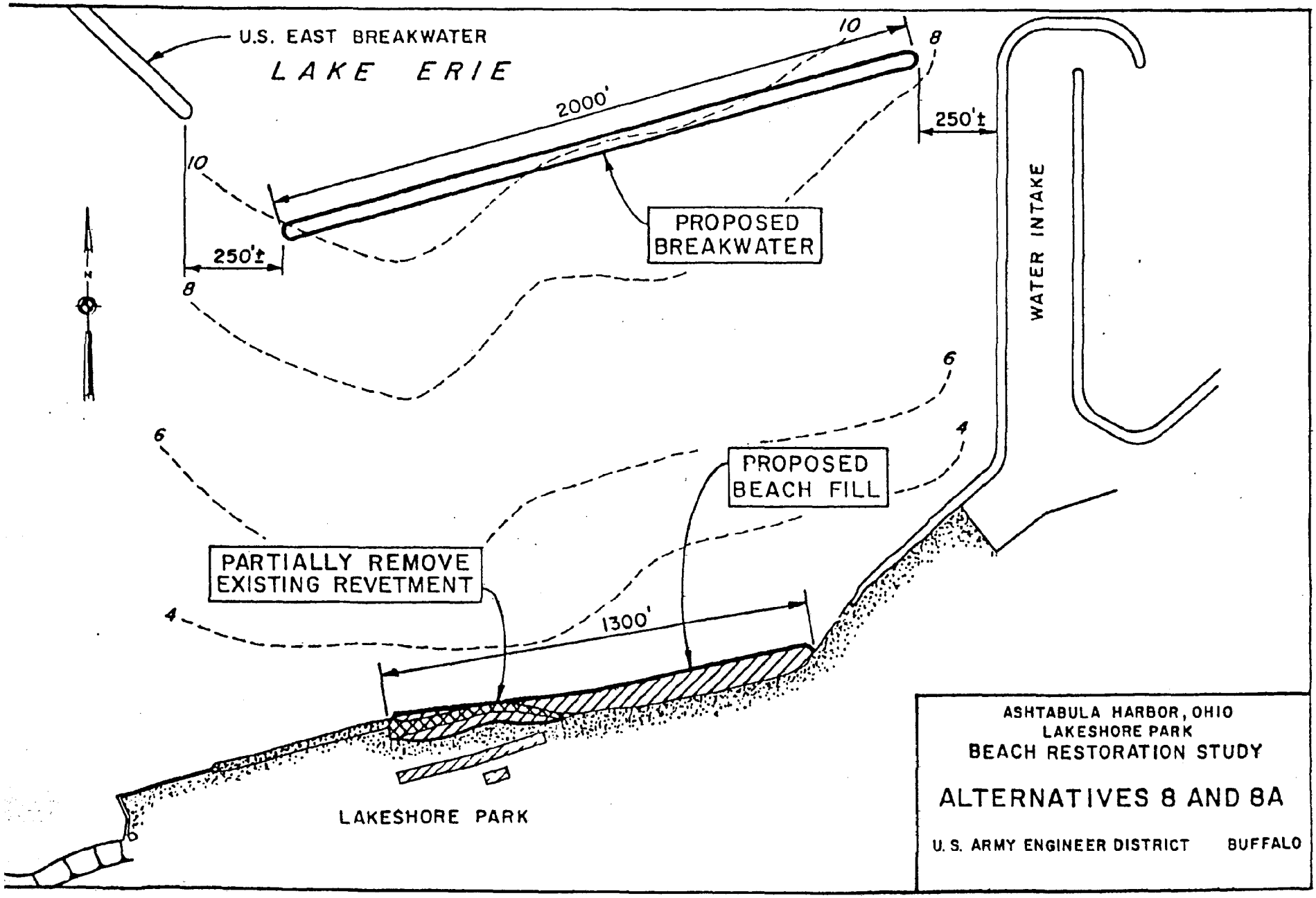

U.S. EAST BREAKWATER
LAKE ERIE
10
8
2000'
250'±
10
250'±
8
PROPOSED
BREAKWATER
WATER INTAKE
6
6
4
PROPOSED
BEACH FILL
PARTIALLY REMOVE
EXISTING REVETMENT
4
1300'
LAKESHORE PARK
ASHTABULA HARBOR, OHIO
LAKESHORE PARK
BEACH RESTORATION STUDY
ALTERNATIVES 8 AND 8A
U. S. ARMY ENGINEER DISTRICT BUFFALO

Fig. 18

COST ESTIMATES

Budget cost estimates are provided on the following table for the alternatives presented in this area. These costs represent total costs including engineering and contingencies, and are based on 1979 cost indexes. These budget estimates are included only for use in comparison of alternatives and to help establish funding objectives. More exact estimates would have to be made for each individual project after its exact scope and design criteria have been determined.

EAST LAKEFRONT AREA COST ESTIMATES

Alternate A	
Beachfront Parking Area (267)	$ 288,000
800' of Beach	1,925,000
Beach Pavilion and Bath House	500,000
	$ 2,713,000
Alternate B	
Beachfront Parking Area (261)	$ 334,000
800' of Beach	1,925,000
Beach Pavilion and Bath House	500,000
	$ 2,759,000

Alternate C

Beachfront Parking Area (197)	$ 235,000
Maintenance Parking Area	37,000
Maintenance Structure Replacement	268,000
800' of Beach	1,925,000
Beach Pavilion and Bath House	500,000
	$ 2,965,000

Alternate D

Beachfront Parking Area (200)	$ 279,000
Maintenance Area Parking	41,000
Maintenance Structure Replacement	268,000
800' of Beach	1,925,000
Beach Pavilion and Bath House	500,000
	$ 3,013,000

RECOMMENDATIONS

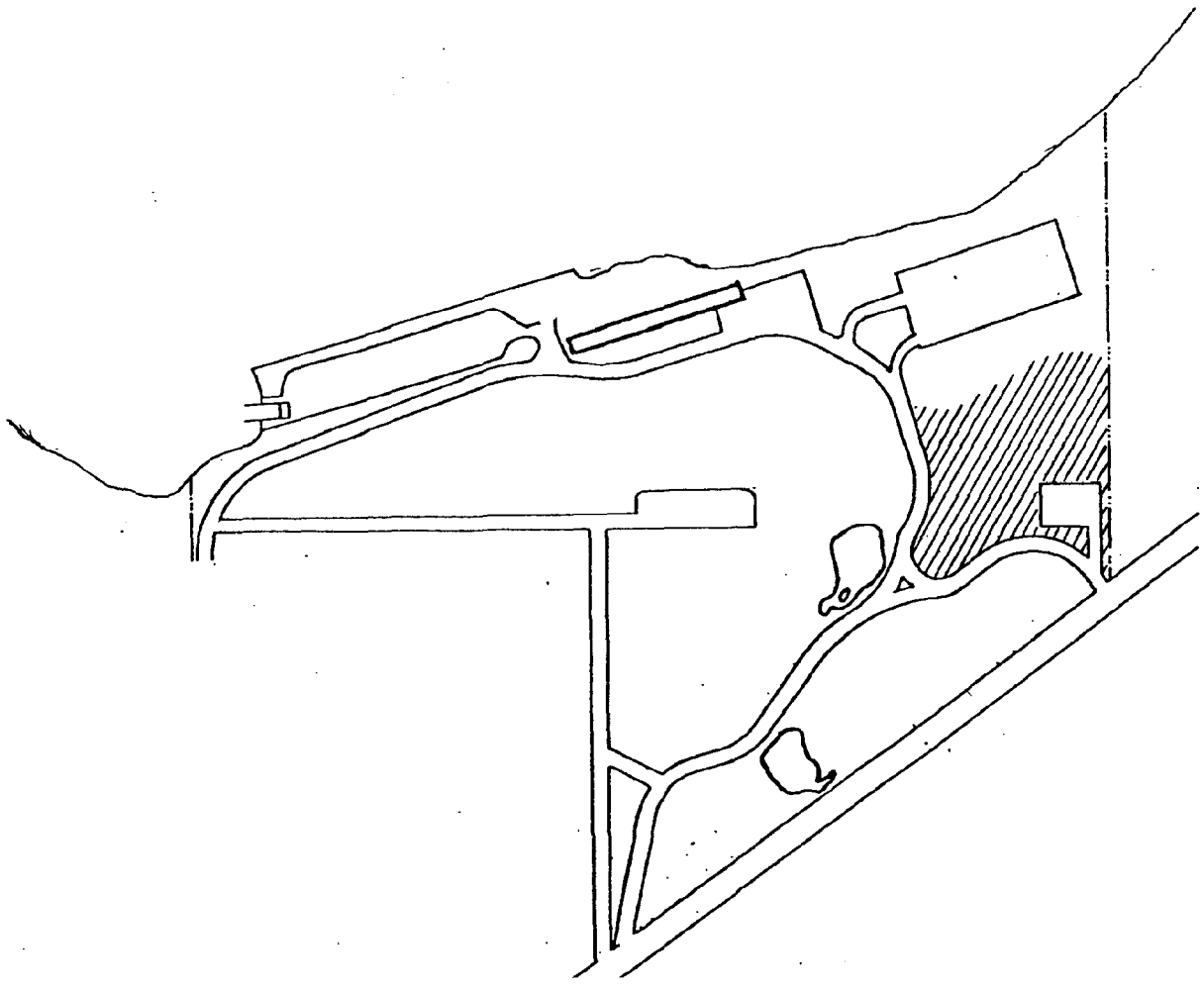
For the East Lakefront Area, Alternative A is recommended for the following reasons:

1. Least cost.
2. Greatest parking capability.
3. Greatest use of existing facilities.
4. Most appealing to the public.

The following comments should be noted:

1. The 800 foot beach with the twin breakwalls is recommended for the following reasons:
   a. Least cost.
   b. Parking constraints as indicated in the introduction.
2. The beach service access drive can be located at either the east or west side of the beach.
3. The lakefront beach pavilion will greatly increase beach attendance.
4. This parking area can handle 267 cars.
5. A new lumber playground should be constructed.

EAST INLAND AREA



EAST INLAND AREA

The location of this area is displayed in Figure 1 . Currently this area is an activity area for small open space activities. An older pole pavilion and a rest room building occuping this area. The area is served by a gravel parking lot.

This area is especially vulnerable to encroachment by CEI from the east as it, too, is open space. As a result, this portion of the park needs new development opportunities. The terrain is plateau-like with steep hills on three sides limiting potential alternatives.

The following assumptions are used in the design of alternatives for this area:

1. The area should fit in with the multi-use character.
2. Possible winter sports are viable.
3. Location to main gate is advantageous.
4. Year round activities would mitigate CEI encroachment better than seasonal.

MULTIPLE-USE ALTERNATIVES

Three considerations are examined for this area: 1) Replacement of the campground facility; 2) Parking for beach goers and 3) Year-round activity. In all alternatives winter sports is a consideration as this is the prime location in

the park for this activity.

In an effort to gain parking for the proposed beach area, the first alternative calls for three parking lots. These lots would be capable of handling 116 cars in the summer season for beach traffic. In the winter one of the lots would be flooded to become an outdoor skating rink. In winter parking would be reduced to 81 spaces. Replacement of the pole pavilion with a new pavilion with a fire place and rest rooms is proposed. The hill towards the lake would be used for sledding and toboganning (Figure 19).

Two alternatives, Figures 20 and 21, involve campground facilities to replace the existing facility at the lakefront. Both layouts provide for full hookups (water, sewer and electric) at every campsite. The slant-in design provides for 21 sites. The shamrock design has 24 sites. Both require a pavilion with facilities. The slant-in design provides less roadway but has smaller campsites. The shamrock design provides greater privacy, more space and greater separation.

The final alternative calls for a 30 unit motel (Figure 22) with restaurant and banquet facilities. The motel would be a terraced design looking out to the lake. Parking for the motel could handle 97 cars. The motel/restaurant would be open on a year round basis and in the summer would benefit from the tourists, and in the winter benefit from the numerous

MITIGATION OF ADVERSE COASTAL ENERGY IMPACTS

The beach proposal gives a direct impact to the Cleveland Electric Illuminating Company's Ashtabula Plant. By providing a viable recreation alternative adjacent to CEI, the electric utility will be limited to expansion into park lands by the public use. In addition the increased number of people become a "watch dog" over CEI's emissions and outward operations.

Although CEI currently has no plans for the open parcel adjacent to the park, (which is their property), its long term open space use cannot be assured. By improving the park along this area it insures the park's continued existence and limits the utilities expansion to land it now owns.

SHORELINE PROTECTION

Shoreline protection in this area is the key to the entire recreation plan. The addition of the new beach with its protecting breakwalls corrects the greatest erosion problem in the park (and yields the greatest recreation improvement on a per capita benefit basis). All options presented by the U.S. Army Corp of Engineers (Figures 13, 14, 15, 16, 17 and 18) would eliminate or delay the erosion process and provide a recreation option. Alternatives 2 and 3 are considered alternatives in this plan. (Figures 13 and 14)

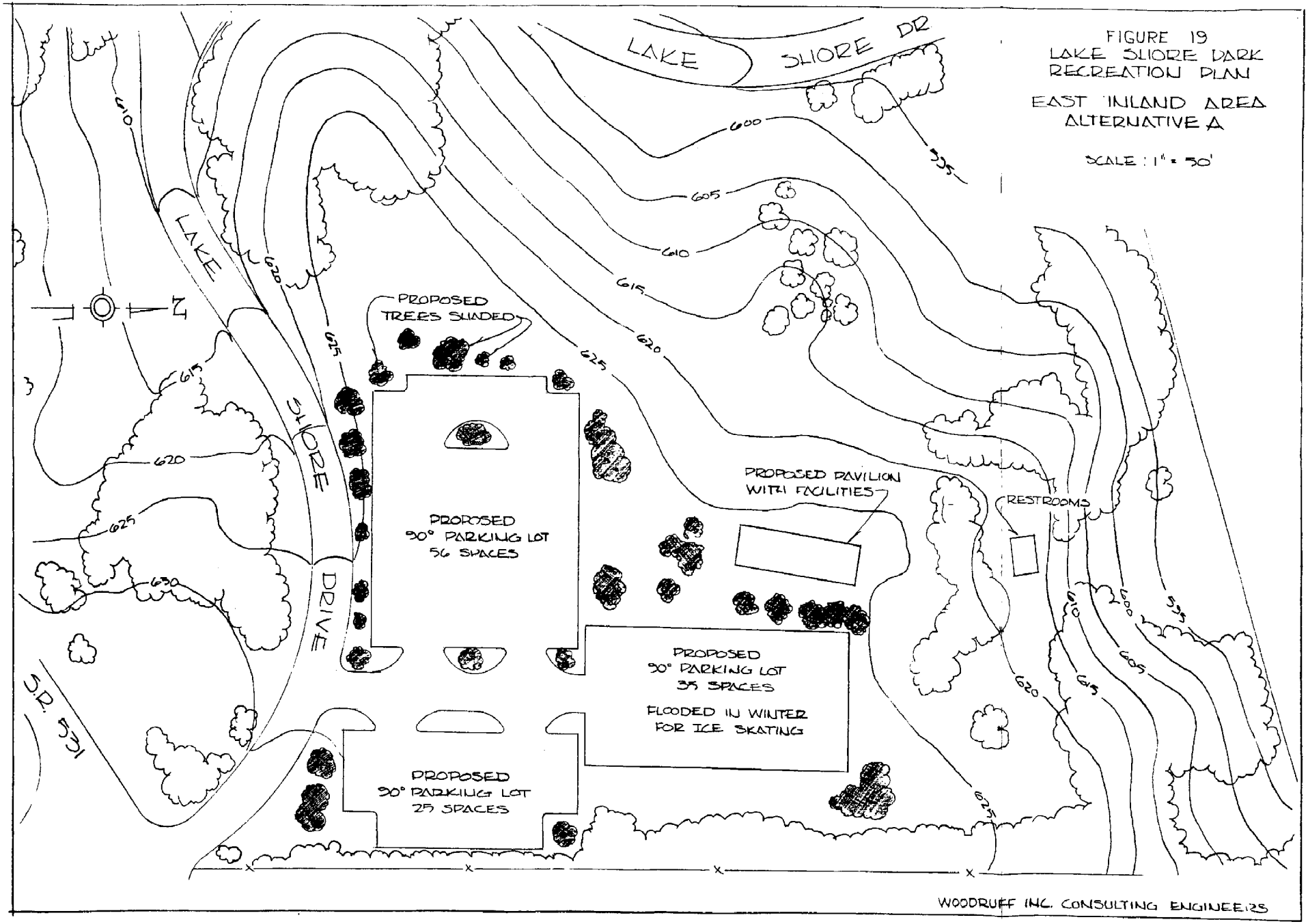


FIGURE 19
LAKE SHORE PARK
RECREATION PLAN

EAST INLAND AREA
ALTERNATIVE A

SCALE : 1" = 50'

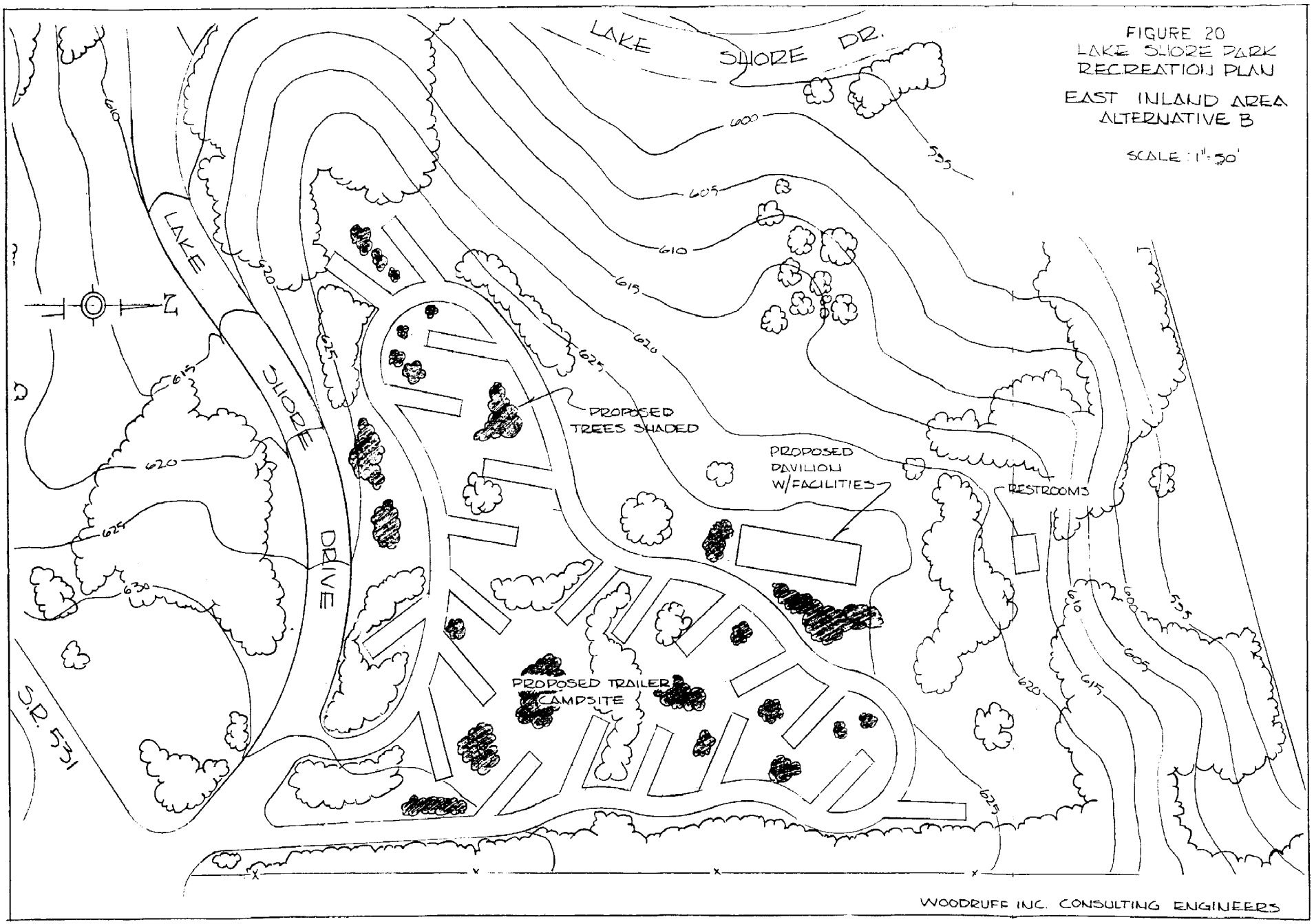


FIGURE 20
LAKE SHORE PARK
RECREATION PLAN

EAST INLAND AREA
ALTERNATIVE B

SCALE: 1" = 50'

WOODRUFF INC. CONSULTING ENGINEERS

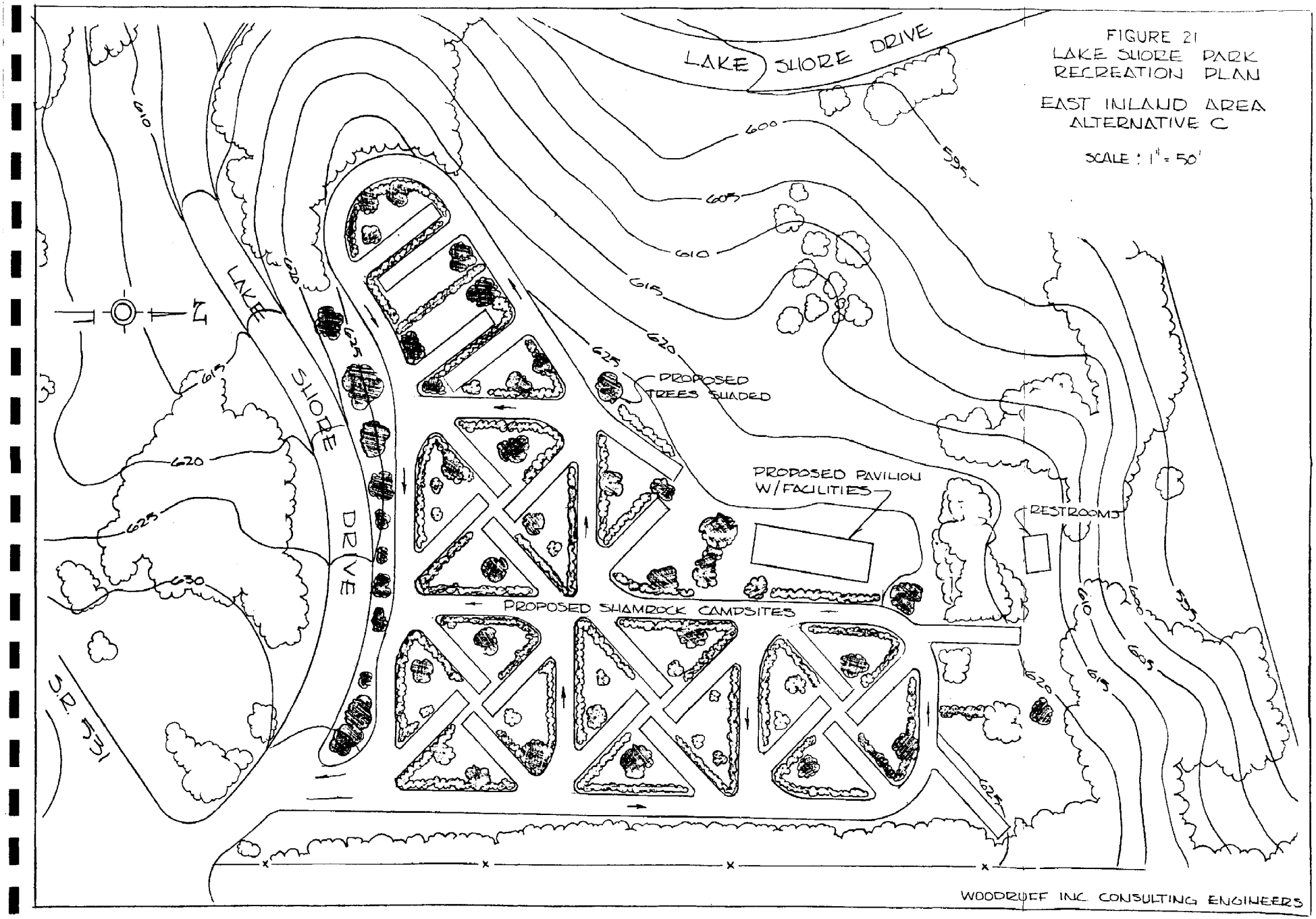
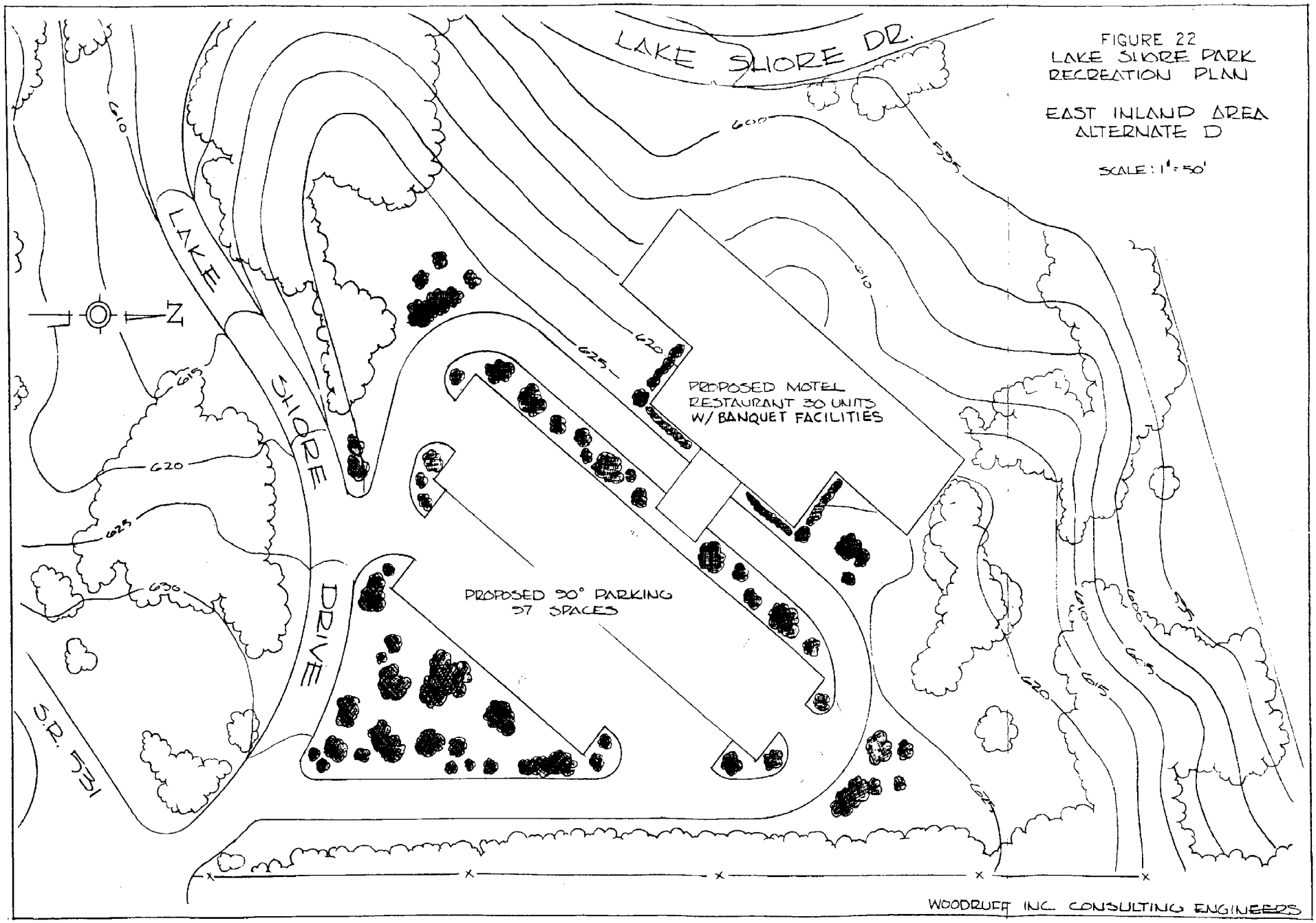


FIGURE 21
LAKE SHORE PARK
RECREATION PLAN

EAST INLAND AREA
ALTERNATIVE C

SCALE : 1" = 50'

WOODRUFF INC. CONSULTING ENGINEERS


LAKE SHORE DR.
LAKE SHORE DRIVE
S.R. 531
PROPOSED MOTEL
RESTAURANT 30 UNITS
W/ BANQUET FACILITIES
PROPOSED 90° PARKING
57 SPACES
610
615
620
625
630
635
600
N
FIGURE 22
LAKE SHORE PARK
RECREATION PLAN
EAST INLAND AREA
ALTERNATE D
SCALE: 1" = 50'
WOODRUFF INC. CONSULTING ENGINEERS

industries located adjacent to the park.

MITIGATION OF ADVERSE COASTAL ENERGY IMPACTS

All the alternatives presented mitigate impacts to some degree. The greatest mitigation is achieved by the year round motel/restaurant combination, the least by the parking areas. As is the case in most of the park,mitigation is achieved by increased use leading to increased public awareness. But unlike the beach area, this area needs a reliable, consistant year round draw, best achieved by the motel/restaurant.

The motel/restaurant not only provides for mitigation, but for cooperation. Local industries will use the meeting and banquet facilities, lending to greater affiliation between the park and its competitors for space.

The campground alternatives have only a seasonal draw relying on winter sports for its winter use. Although the existing campground proves that use in summer months will be effective mitigation, winter interest will be limited.

The parking areas supply very little to no direct mitigation for the park.

COST ESTIMATES

Budget cost estimates are provided on the following table for the alternatives presented in this area. These costs represent total costs including engineering and contingencies, and are based on 1979 cost indexes. These budget estimates are included only for use in comparison of alternatives and to help establish funding objectives. More exact estimates would have to be made for each individual project after its exact scope and design criteria have been determined.

EAST INLAND AREA COST ESTIMATES

Alternate A	
Pavilion Replacement	$ 84,000
Skating/Parking Lot (35)	55,000
Roadway	14,000
Parking Area (25)	26,000
Parking Area (56)	56,000
	$ 235,000
Alternate	
21 Space Slant-In Campground	$ 164,000
Pavilion Replacement	84,000
	$ 248,000

Alternate C	
25 Space Shamrock Campground	$ 195,000
Pavilion Replacement	84,000
	$ 279,000
Alternate D	
Motel	$ 450,000
Restaurant	100,000
Parking	135,000
	$ 685,000

RECOMMENDATION

For the East Inland Area the motel/restaurant alternative is recommended for the following reasons:

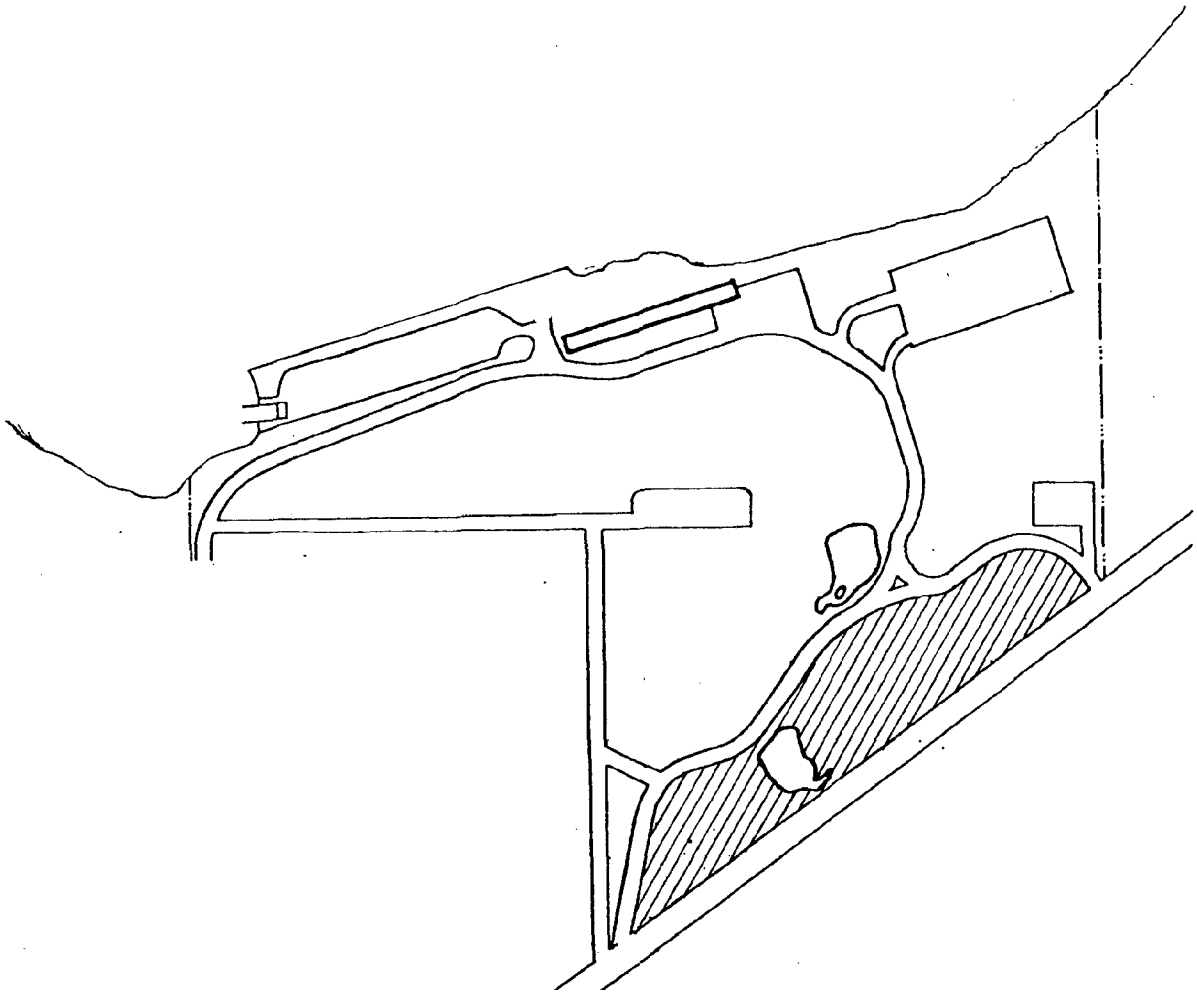
1. Greatest direct mitigation to the Cleveland Electric Illuminating Company, and
2. Greatest use to the Ashtabula Community, and
3. Best developes a cooperative attitude between industry, community and the park.

Although the alternative has the greatest cost, the mitigation derived from this single source provides the greatest benefit.

Should this alternative prove too costly, the Shamrock campground provides the next best use. This facility, however,

does not instill cooperation and have a year round benefit. As a result the motel/restaurant is the most desirable.

CENTRAL INLAND AREA



CENTRAL INLAND AREA

The location of this area is graphically displayed in Figure 1 . Currently this area is being used for passive recreational uses.

Major problems in the area exist due to noise generated off Route 531. This is produced by the large volume of truck traffic.

Assumptions used for this area are:

1. Due to topographic and locational constraints this area should remain in a passive role.
2. The area is densely wooded and should remain as such.

MULTIPLE USE ALTERNATIVES

Two alternatives are presented, as well as the no action alternative, for this area. The first alternative calls for construction of a noise attenuation mound. This would be an earthen structure graded into the natural landscape and vegetation on top. The exact height would take a noise study to determine. However using height maximums based on the noise producers, the structure would require a base between thirty and seventy feet wide depending on location.

Alternative two calls for revegetation of the area close to the roadway. This would not eliminate noise as a mound

would but could reduce it from its present levels.

MITIGATION OF COASTAL ENERGY IMPACTS

This area, like some of the others, requires use as a requisite for mitigation. By providing a stimulating retreat-like atmosphere people will use this area to get away. The more people using the facilities, the greater the public opinion will be to keep the park. There are no direct mitigation benefits as a result of these alternatives.

COST ESTIMATES

Costs for these alternatives cannot be determined without further study. A noise analysis complete with a cost/benefit analysis is required to determine actual sizes and attentuation characters.

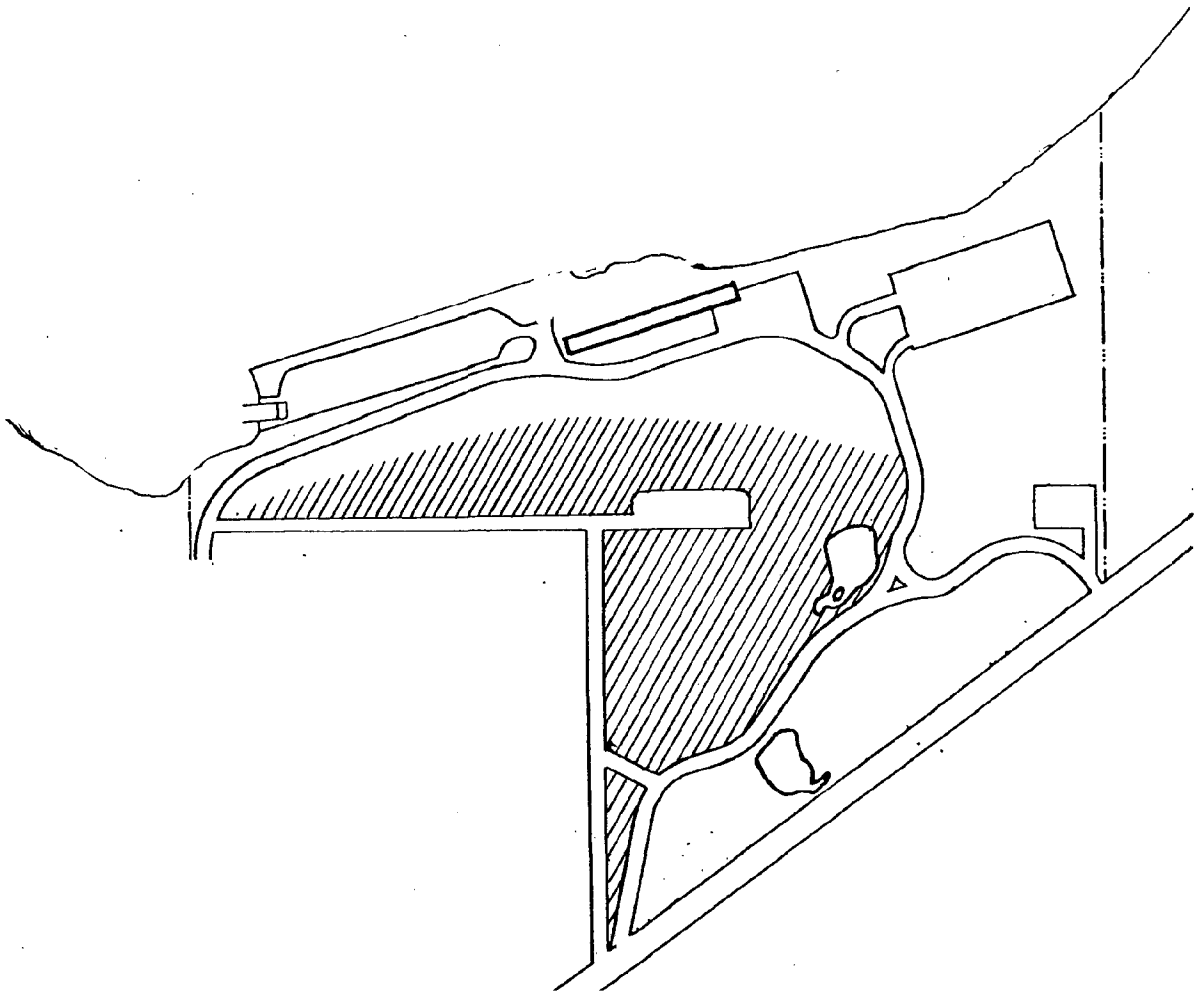
RECOMMENDATIONS

For the Central Inland Area the no action alternative is recommended for the following reasons:

1. The area is functioning adequately as a transition buffer area between the road and the park, and
2. The attentuation mound would require to much area at its base, and
3. The cursory cost/benefit ratio for the mound system appears to be uneconomically low.

The addition of trees to the area is recommended to further enhance this portion. Additionally, dredging of the upper lake should be considered. Please note however, that the habitat produced in the southeast section of the upper lake should be left undisturbed as it is a benefit to wildlife.

WEST INLAND AREA



WEST INLAND AREA

The location of this area is depicted in Figure 1 . Currently, this area has the following park uses: A softball diamond with bleachers, tennis courts, maintenance facilities, rest rooms, the Kiwanis Pavilion, and a new pavilion, a "petting" zoo and a lake.

In this area two major problems exist: Inadequate parking and building disrepair. Parking is currently limited to off-street only with no lots provided. Anticipated maintenance facilities in disrepair cause a visual disruption of the parks aesthetic character. A potential hillside erosion problem also exists in the zoo area.

The following assumptions were used for formulation of concepts in this area:

1. A multi-use character is still desired.
2. Parking areas are needed.
3. Greater access is needed to the new pavilion.

MULTI-USE ALTERNATIVES

Alternatives suggested for this area are generally modifications of the existing facilities. The greatest improvement suggested is the development of a paved parking area at the site of the existing turnaround. This is depicted on Figure 23 .

The proposed parking area will have a 111 car capacity providing parking for the tennis courts, softball field, Kiwanis and new pavilions. Additional paved parking will be provided by 90° off-street parking along First Street versus the current parallel type. These 102 spaces will serve as parking for the new pavilion and act as a scenic overlook. (Figure 25)

Reconstruction of the maintenance facility is another major improvement suggested. Relocation to the lakefront lot, as described in the discussion on the East Lakefront Area, or reconstruction at the present location are considered. A proposed parking area for the 33 cars could replace the maintenance area should relocation to the lakefront be recommended.

A new softball field of the competition variety is suggested in Figure 24 . This would further improve the multi-use character of the area. The existing stands and back-stops can be used, but in order to gain a regulation diamond, the field must be reoriented and the stands and backstop relocated.

Alternatives ranging from elimination to an eliminating project are examined for the zoo area. Animal wastes and soil released by the lack of vegetation are causing numerous problems for the lower lake.

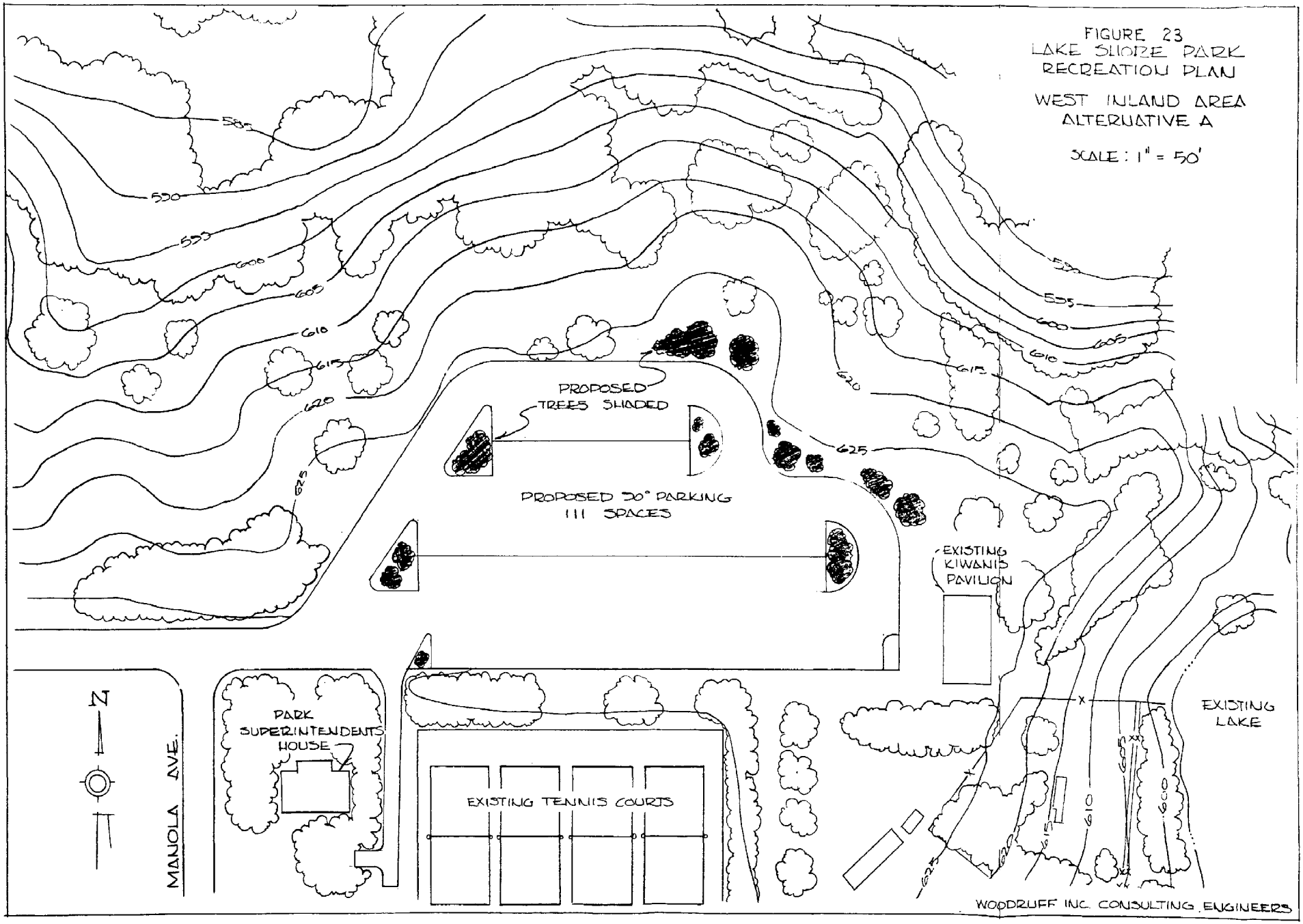


FIGURE 23
LAKE SHORE PARK
RECREATION PLAN
WEST INLAND AREA
ALTERNATIVE A
SCALE: 1" = 50'
PROPOSED
TREES SHADED
PROPOSED 30° PARKING
111 SPACES
EXISTING
KIWANIS
PAVILION
EXISTING
LAKE
PARK
SUPERINTENDENTS
HOUSE
EXISTING TENNIS COURTS
MANOLA AVE.
N
WOODRUFF INC. CONSULTING ENGINEERS

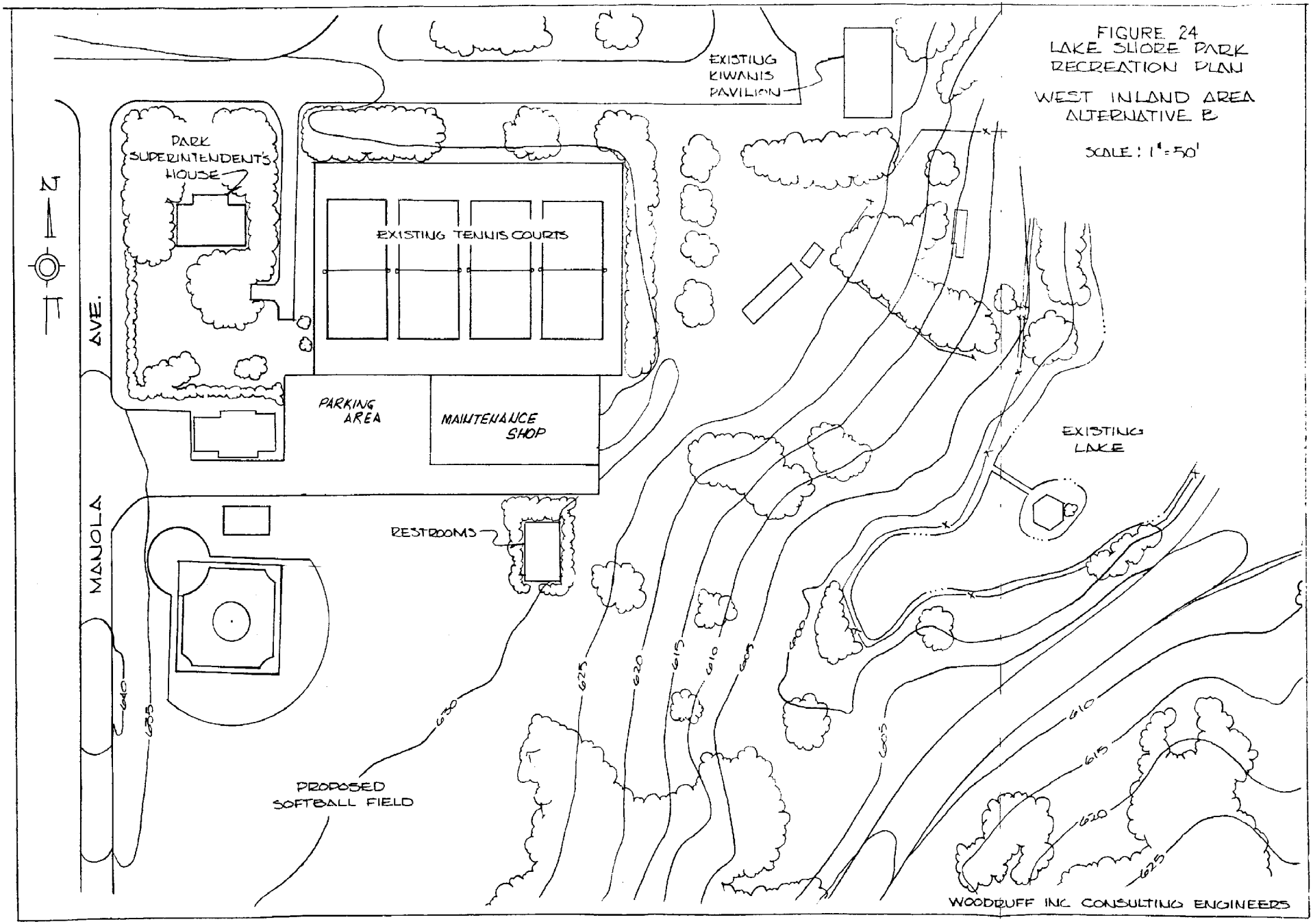


FIGURE 24
LAKE SHORE PARK
RECREATION PLAN
WEST INLAND AREA
ALTERNATIVE B
SCALE: 1"=50'
EXISTING KIWANIS PAVILION
PARK SUPERINTENDENT'S HOUSE
EXISTING TENNIS COURTS
PARKING AREA
MAINTENANCE SHOP
RESTROOMS
EXISTING LAKE
MANOLA AVE.
PROPOSED SOFTBALL FIELD
N
640
635
630
625
620
615
610
605
600
595
610
615
620
625
WOODRUFF INC. CONSULTING ENGINEERS

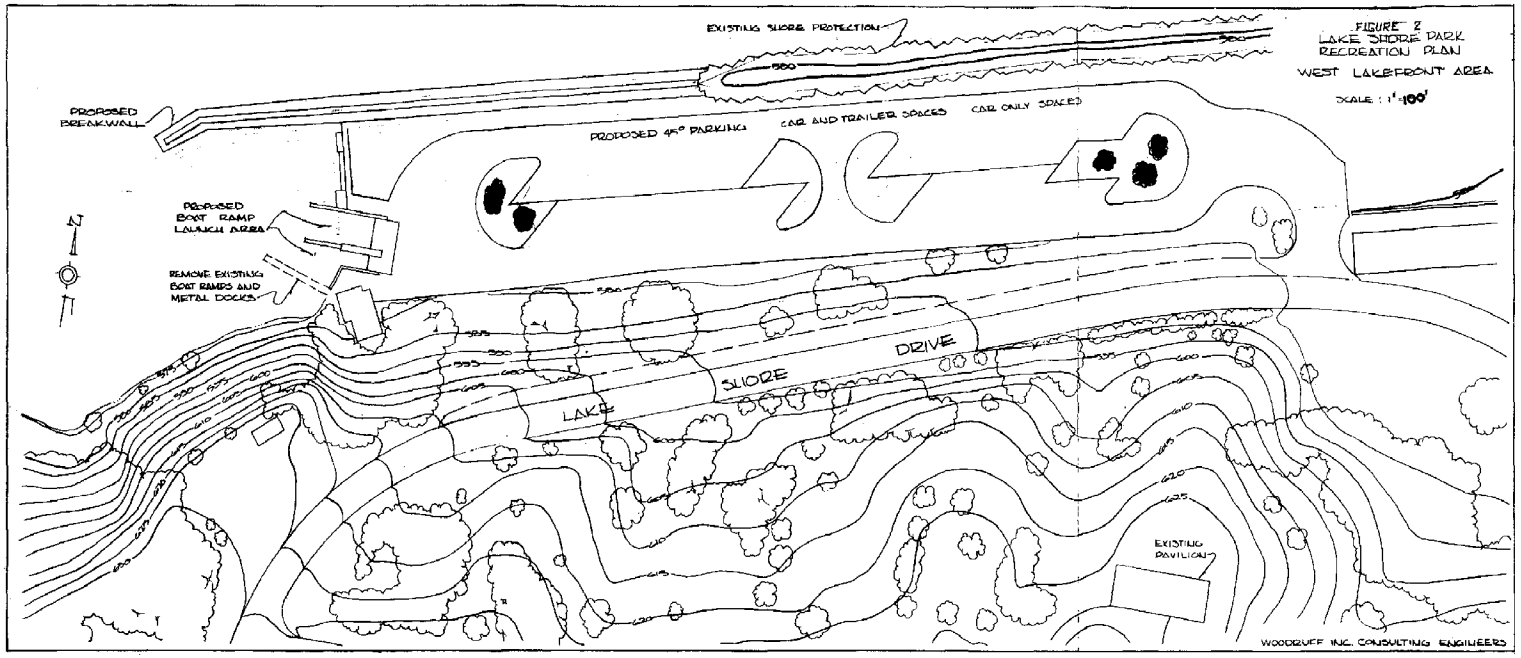


FIGURE 2
LAKE SHORE PARK
RECREATION PLAN
WEST LAKEFRONT AREA
SCALE : 1" = 100'

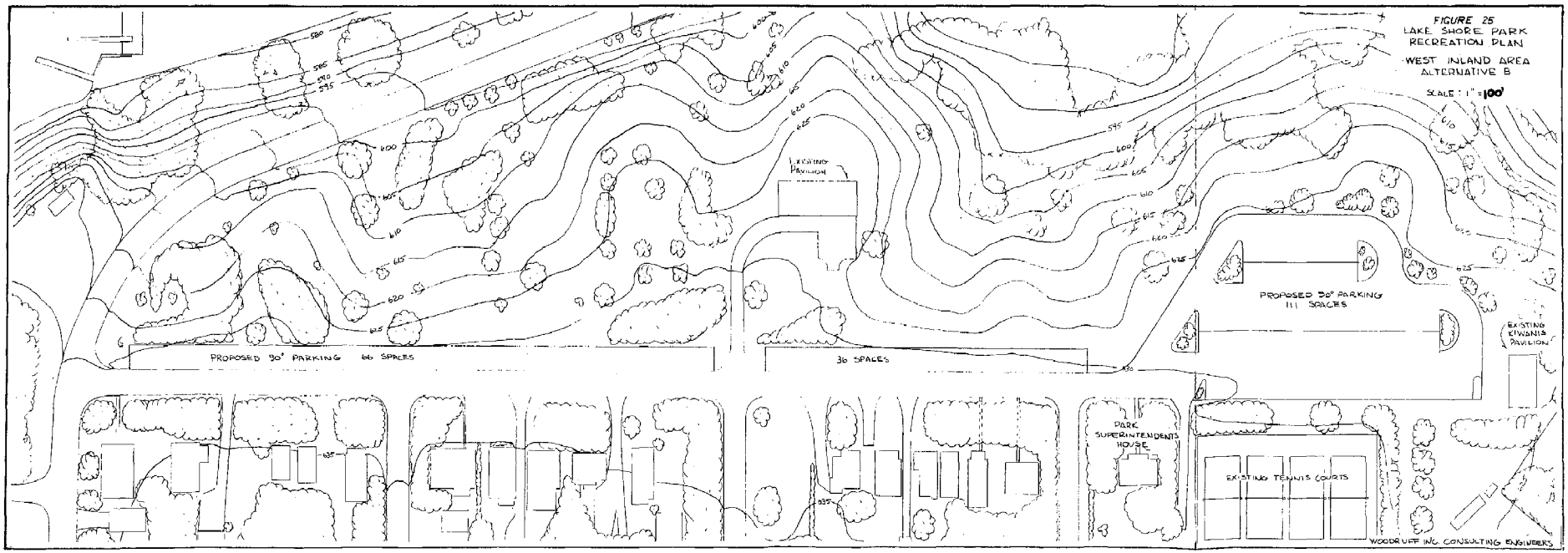


FIGURE 25
LAKE SHORE PARK
RECREATION PLAN
WEST INLAND AREA
ALTERNATIVE B
SCALE : 1" = 100'

COST ESTIMATES

Budget cost estimates are provided on the following tables for alternatives presented for this area. These costs represent total costs including engineering and contingencies and based upon 1979 cost indexes. These budget estimates are included only for use in comparison of alternatives and to help establish funding objectives. More exact estimates would have to be made for each individual project after its exact scope and design criteria have been determined.

WEST INLAND AREA COST ESTIMATES

Alternative A

Dredge Lake	$ 7,000
Tennis Court Parking Area	155,000
Softball Field Replacement	2,000
Maintenance Area Replacement	268,000
Off-Street Parking Improvements	102,000
	$ 534,000

Alternative B

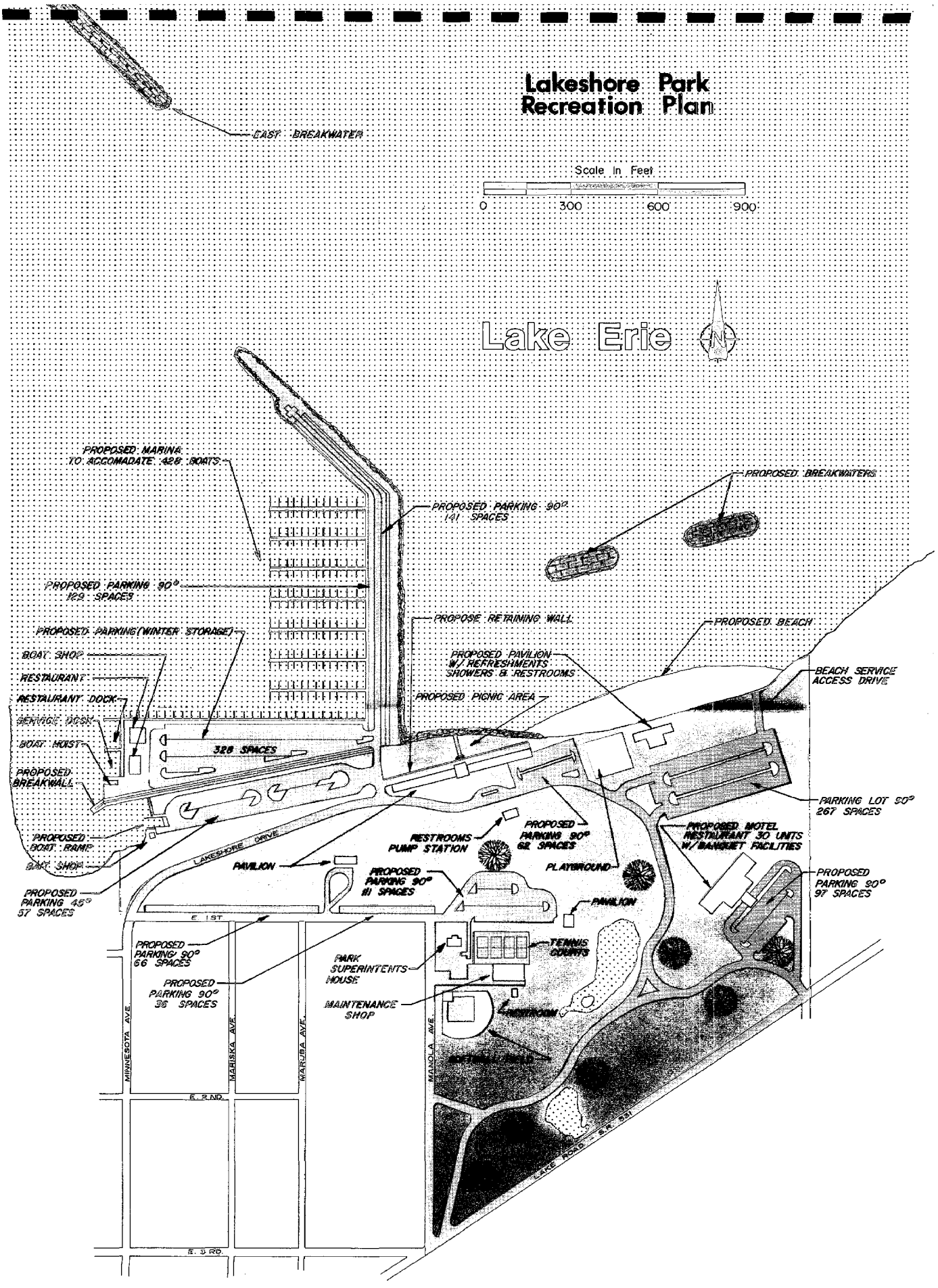
Dredge Lake	$ 7,000
Soft Ball Field Replacement	2,000
Maintenance Area Replacement @ Beach	268,000
Off Street Parking Improvements	102,000
	$ 420,000

RECOMMENDATIONS

For the West Inland Area Alternative A is recommended for the following reasons:

1. Greatest benefit to the total park concept.
2. Best location for maintenance facilities for winter operation.
3. Provides some of needed parking.

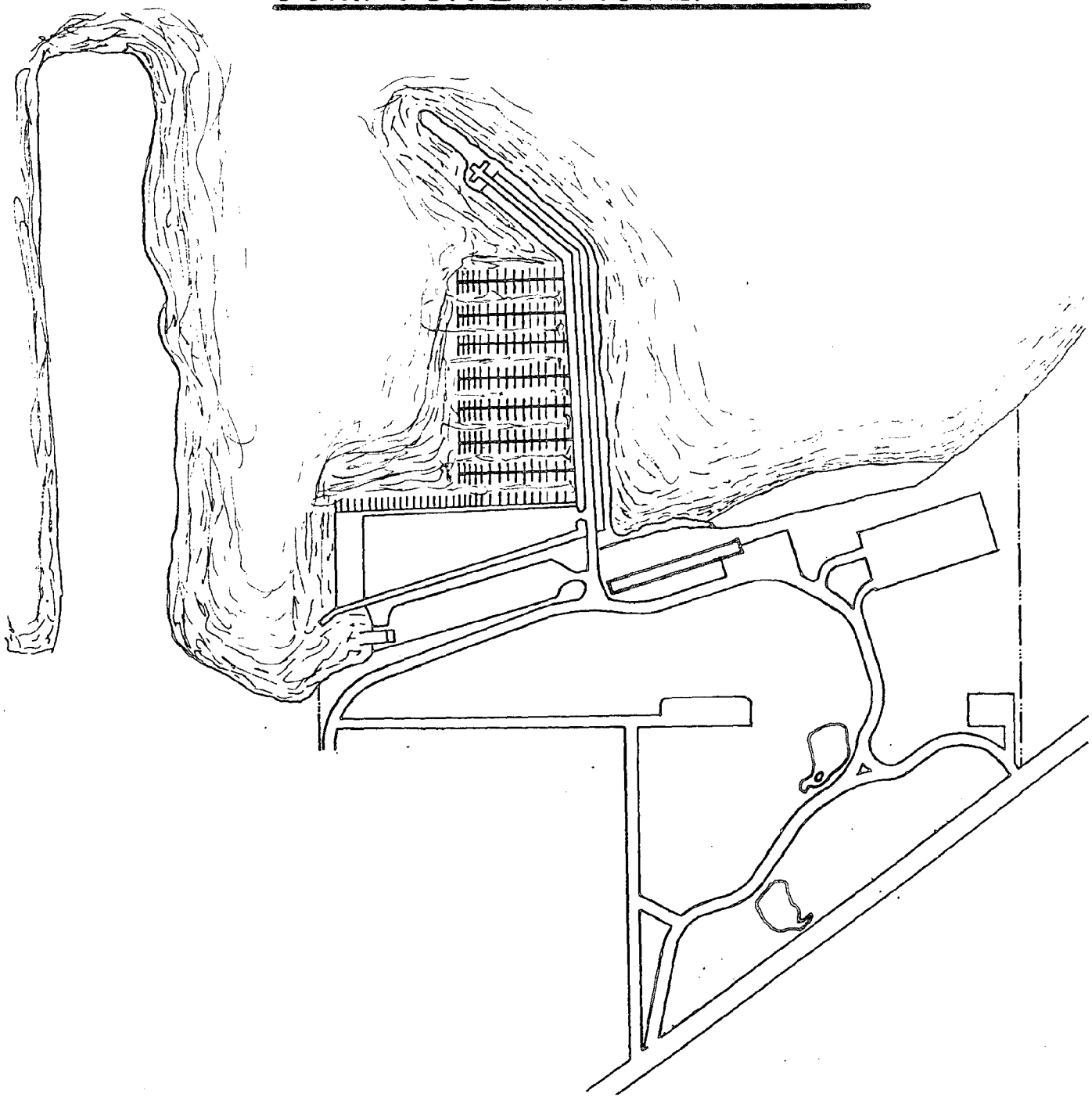
Lakeshore Park Recreation Plan



Ashtabula County Planning Commission

Drawn by: Ken Thomas '79

COMPOSITE MASTER PLAN



COMPOSIT MASTER PLAN

The following figures are an aerial photo of the park, taken in 1978, representing the existing condition, and a composite of the recommendation showing the plans for the future. The plan for the future blends together all the recommendations and improvements into one mitigated easy to read map. It is hoped that by the year 2000 the park will appear as, or at least be progressing towards, the colored map provided.

IMPLEMENTATION SCHEDULE

The following Implementation Schedule is recommended for the proposed improvements:

CAPITAL IMPROVEMENT PROGRAM
COMPLETION SCHEDULE

1980	Boat Ramp and Retaining Wall
1981	Dredge Ponds and Make Off-Street Parking Improvements.
1982	Beach
1983	Beachfront Parking Area
1984	Bathouse/Pavilion
1985	Pavilion Parking Area
1986	Marina
1987	Dredge Ponds
1988	Tennis Court Parking Area
1989	Maintenance Facility Replacement
1990	Land Aquisition - West
1991	Softball Field
1992	Lodge Facility

INVENTORY OF COSTS

The recommended projects and their estimated costs are listed below:

1.	Boat Ramp Project	$ 520,000
2.	Lakeshore Park Marina Alternative A	4,051,000
3.	Pavilion Retaining Wall	26,000
4.	Pavilion Parking Area	85,000
5.	Beachfront Parking Area	288,000
6.	800' Sand Beach with Breakwalls	1,925,000
7.	Beach Pavilion and Bath House	500,000
8.	Motel/Lodge Facility	450,000
9.	Restaurant/Banquet Facility	100,000
10.	Dredge Lakes (2)	7,000
11.	Tennis Court Parking Area	155,000
12.	Softball Field Replacement	2,000
13.	Maintenance Area Replacement	268,000
14.	Off-Street Parking Improvements	102,000
	Total	$8,479,000

SUMMARY

SUMMARY

The final recommendation of this plan is to implement as many of the specific projects or segments of the plan as soon as the Park Commission can. An itemized project and program list for future park development is as follows:

1. The proposed boat ramp project should be completed as proposed in the design process.

2. The marina proposal "A" consisting of the breakwall/ pier, parking, boat house, etc. should be promoted and given high priority in the park plan. This 428 boat facility is needed for the park, the community and the region.

3. The U.S. Coast Guard should be approached in the case of any new marina type project for occupancy. This location appears to have physical advantages over the present site.

4. The U.S. Army Corp of Engineers should be assisted in any way possible to have the new beach facility in place at the earliest possible time. The 800 foot beach is the best project size for overall park development.

5. Provisions should be taken for stabilization of the fill area behind the pavilion. A retaining wall and provisions along the breakwall are required. A picnic area atop of the fill should be developed.

6. The existing pavilion structure should have the lower tier developed for alternative uses. Provisions should be made to assure the structures continued good appearance.

7. Provisions should be made for local mass transportation in front of the pavilion. Relocation of the existing refreshment stand to the beach area is recommended.

8. A new parking area at the pavilion is required. This lot could occupy the existing dirt lot site, however, it should be paved and lighted.

9. A new pavilion with bath house and refreshment facilities should be constructed in front of the new beach.

10. A lumber playground, to replace the existing playground, would have greater appeal to youngsters. The location of this facility adjacent to the pavilion and overlooking the beach would allow a parent to be "two places at once".

11. Additional parking for the new beach will be provided at the site of the existing recreational vehicle campground. This lot should be paved with asphalt and lighted. This lot would service 267 cars.

12. A motel/banquet/restaurant facility is recommended. This will provide a year round use for the park. In addition it will fill a void in the community by providing banquet facilities close to the industrial area, lending a cooperative feeling among the parks neighbors. The motel will overlook the lake and have 30 units.

13. New maintenance facilities should be built at the present location taking into account total park aesthetics unlike the present facility.

14. A new competitive softball field should be considered at the site of the existing field.

15. A new parking area at the site of the existing turnaround is recommended to serve the upper pavilions, tennis courts and softball field. The area should be paved and lighted and would serve 111 cars.

16. The parallel parking along First Street should be converted to 90° straight-in parking. It should be paved and lined and would serve 102 cars.

17. The "petting" zoo should be either relocated or redesigned to prevent erosion.

18. Both ponds in the park should be dredged. On the upper pond, however, excellent wildlife habitat has been created, that should be preserved.

19. The garbage containers should be relocated to the pavilion's lower tier. Using the storage areas adjacent to the new boat ramp, access should be easy.

20. The marina as proposed is a self-financing venture, if the capital can be gained.

21. The strongest mitigation against coastal energy impacts is the increased public use of the Township Park, leading to increase public opinion against its demise. The alternatives presented in this report are for increasing this public use. The recommendations, as a result, should be highly considered and as funds become available, implemented.

22. Additional vegetative cover to mitigate lack of aesthetics of adjacent land uses and structures.

Completing these projects will not be an easy task for the Park Commission. The Commission will have to combine perseverence and cooperation with many public agencies and private citizens to coordinate the development effort outlined in this plan. The limited resources of the Ashtabula Township Park Commission will have to be multiplied by funds from the State of Ohio and the Federal Government. Concurrently, the Park Commission must go to the people of Ashtabula Township and sell them on the concept of redeveloping Lakeshore Park. Community support of the overall recreation plan as well as individual projects within the plan is of primary importance to the success of this plan.

APPENDIX

Utility's growth to center in Lake, Ashtabula, Geauga

Ashtabula nuke plant in CEI's future

By BILL MEYER
Regional Press Reporter

The Cleveland Electric Illuminating Co., which services Ashtabula, Lake and Geauga Counties, is spending $1.5 billion in the next five years on new construction and may locate a new nuclear power plant along Lake Erie in Ashtabula County by the mid 1990's.

Even so, CEI must contend with a declining growth rate in the demand for electricity, a slump which has already caused delays in the ambitious construction schedule.

The company is one of the biggest in interview the company is looking into the possibility of building yet another coal or nuclear power plant on land it owns along Lake Erie in Ashtabula County.

"I really believe the growth area is in northeast Ohio with more than 700,000 customers in an area of 1,700 square miles from Avon in Lorain County east to the Ohio-Pennsylvania border. CEI produces about one percent of the total U.S. electrical output.

CEI now owns all or part of six coal-fired generating units and one nuclear reactor at the Davis-Besse plant in Port Clinton, Ohio. But by 1988, CEI hopes to have another coal-fired unit in Pennsylvania operating and seven more nuclear reactors scattered along Lake Erie and into eastern Pennsylvania.

And that may not be all. CEI President Robert Ginn confirmed in an Lake, Ashtabula and Geauga Counties. Cuyahoga County is not going to grow in the future as quickly as in the past. Eventually, we're going to need more plants in this area," Ginn said.

The construction of a Conneaut steel mill by U.S. Steel could have a lot to say about whether or not Ashtabula gets a nuclear power plant, Ginn noted. Already CEI's "eastern district" (Ashtabula, Lake and Geauga Counties) has two nuclear reactors capable of generating 1,205,000 killowatts each in North Perry along with coal-fired plants in Ashtabula and Eastlake.

CEI says its $1.5 billion construction program is needed to keep pace with the boom in population taking place within the rim surrounding Cleveland. This year, the electric company added 10,000 new lines and is forecasting a jump in electrical generation from its present 67,000,000 megawatt hours a year to more than 108,000,000 megawatt hours a year by 1988.

The massive construction program gets a big boost in 1979 when the company expects to shell out just under $400 million for different construction projects. The money is CEI's share of $8.5 billion earmarked for 27 different construction projects by the Central Area Power Coordination Group (CAPCO) by 1988.

But already, the construction program has run into problems. Recently, CEI and CAPCO announced delays of from one to two years in the

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construction of three nuclear power plants, including the two reactors at Perry. It was the second such delay since the plant was announced in 1971.

And construction of four other nuclear reactors in Ohio are being studied for similar delays by CAPCO. The construction changes will reduce short-term capital outlays by about $1.2 billion for the five-company consortium, but the company warned, "will probably increase future capital costs on both coal and nuclear construction because of inflationary and environmental pressures and government regulation."

CEI cited high construction costs, the difficulty in obtaining certified, skilled workers at some job sites, environmental costs and perhaps most significantly, a leveling off of demand from what the company had early forecasted as reasons for the new delays.

CEI had predicted a seven percent yearly growth in electricity useage, but in recent months, scaled down that optimistic figure to four or five percent growth a year.

The drop in demand was attributed to a number of factors by company energy planners in a ten-year forecast prepared in January for the Ohio Department of Energy. Demand began to slacken right after the 1973 Arab oil embargo and the resulting stress on conservation, the forecasters said. In addition, bad economic times meant people were buying fewer and fewer electrical appliances and spending less on everything, including electricity. Although the company still expects demand for its product to rise in the next 10 years, the 1988 peak load forecast (the greatest amount of electricity that will be used in any one time that year) is now expected to be 21.2 percent lower than what CEI figured just five years ago.

"In other words," the 1978 forecast says, "the effects of the events of recent years have not only resulted in lower than expected peak loads since 1973, but have also resulted in significantly lower forecasts for the future."

Still, the company, as a member of the CAPCO consortium, plans on adding its new coal-fired plant and seven new reactors by the end of next decade. The two Perry reactors costing a total of more than $2 billion should be done by the end of 1982 and 1984 respectively. Two more reactors will be built at the Davis-Besse site between Cleveland and Toledo, another nuclear reactor will be built at the Beaver Valley plant in southeastern Pennslyvania and two more at the Erie Nuclear Plant site in Berlin Heights, west of Cleveland.

The nine CAPCO construction projects will generate a total of 8,512,000 killowatts with CEI's share of seven of them amounting to 1,866,000 killowatts. Nuclear power comprises the largest single component of the company's expansion program. Company officials say nucler power is the only viable alternative for future electrical generation. Coal costs keep rising and its production is unstable, the company says, pointing to this year's two-month coal miners' strike as support for a nuclear future.

Building a nuclear plant is more expensive than building a coal-fired plant and getting more expensive all the time. But CEI justified the preference for the atom because of cheaper operating and maintenance costs it says will accrue over the long run. CEI projects a 20 percent lower operating cost over the plant's 30-year-life when contrasted with a fossil-fueled counterpart.

A big economic question mark, however, is the unknown cost of disposing and producing nuclear fuel elements for the power plants. The company is confident these expenses, enormous now, will come down as technology advances.

But so far, no safe, cheap and approved method of disposing of the nucelar waste has been found. It is up to the federal government to come up with a solution, but now, in the fourth decade of atomic power, they're still looking.

"While the problems relating to reprocessing and disposition of spent fuels remain, progress is being made and we are confident that they will be solved," the company proclaimed in its 1977 annual report.

But whatever the eventual solution is, the CEI customer, of course, will end up paying for it and all other construction and operational costs. Much of the expense for building nuclear plants won't be plugged into the company's rate-making formula until construction work is 75 percent complete, under provisions called Construction Work In Progress (CWIP) adopted by the Ohio General Assembly in 1976. So, sometime in the mid to late 1980's, CEI customers should begin feeling the financial pinch created by the current building boom.

But the company is still seeking a $65 million rate hike for next spring. The staff of the Public Utilities Commission of Ohio (PUCO) is preparing its report on the rate hike request submitted in June by CEI and should be ready with its findings by the end of this year. By February, the PUCO will hold hearings on the request and it could become part of our monthly bills by March.

Part of the rate request includes CWIP. CEI is asking for money to compensate it for 27 such projects costing $71 million.

The $65 million rate hike could cost each residential consumer of electricity about 10 cents a day or $36 a year, according to CEI. If the rate is approved, CEI's annual revenue would move from $654 million to $719 million a year.

CEI says it must have a "fair, rate of return" for its investors. The law guarantees the company such a return.

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but the PUCO determines how large a rate of return is fair.

This decade, the rate of return granted the company has almost doubled. In 1970, the company was granted a 5.31 percent rate of return by the PUCO, In successive rate increases, the rate of return rose to 7.05 percent in 1974, 7.36 percent in 1975 and 9.02 percent in 1976. The current rate hike request seeks about a 10 percent rate of return, according to CEI representative Cliff Williams.

The company says the attractive rate of return is needed to bring in additional revenue to the company through the sale of common stock and maintain the reliability of its bonds.

In the future, though, the company admits more rate hikes are inevitable. "We will continue to economize in every way possible consistent with meeting our obligation to provide reliable electric service. However, in order to earn a fair rate of return on common share owners' expanding capital investment while meeting constantly rising operating costs, it appears that timely future rate relief will be required on a long-term basis," CEI said in its 1977 annual report.

CEI does return some money to the community, however. Because it is a company with fairly large land holdings in the three counties east of Cleveland, CEI pays millions of dollars every year in real estate taxes, making it the largest taxpayer in Ashtabula, Lake and Geauga Counties, according to Williams.

Some of the land is owned for eventual sale to developers as industrial or commercial land. In Ashtabula County, CEI owns about 125 acres in Ashtabula city and township. Another 300 acres of land is owned in Lake County along Route 2 in Mentor.

But the company also owns 1,500 acres of land in Ashtabula, mostly along Lake Erie east of its present generating plant. This is where any future Ashtabula nuclear or coal-fired plant would sit.

In Lake County, CEI and CAPCO own 1,060 acres at the Perry Nuclear site with other scattered parcels of land including the Eastlake plant site, several substations and high-line right-of-ways.

In Geauga County, CEI does not own any land intended for development and only a small amount of land in substations and high-line right-of-ways.

And yet, the company still payed more than $8,265,352 in real estate taxes this year in Ashtabula, Lake and Geauga Counties. The biggest hunk was in Lake County, with $5,445,163 collected. Ashtabula County collected $1,878,969 with Geauga County only getting $71,008 in 1978.

These figures will increase in the future. Williams said increasing property taxes for all landowners, big and small, is inevitable.

While the company is a large taxpaying neighbor, it is first and foremost the supplier of reliable energy service to a population of more than 2,000,000. Last winter, CEI customers escaped the electric cutbacks which hit other areas of Ohio. The coal strike did cause a great deal of worry at CEI and there was one brief period of voltage reduction, but all in all, CEI was not severely affected by the coal shortage and harsh winter.

This winter, CEI again expects to have uninterruptable service to Ashtabula, Lake and Geauga Counties.

"We do not forsee any shortages," Williams said. The use of Davis-Besse's nuclear reactor at full capacity instead of the limited capacity it is now producing should help this winter, he added.

Since CEI's proposed rate increase wouldn't become effective until next spring, the only possible increases in winter electricity bills would come from fuel adjustment charges. Williams said fuel adjustment charges are hard to predict because they depend on the price of coal. However, the company does not expect this winter's charges to resemble last winter's large increases.

Overall, CEI's future in Ashtabula, Lake and Geauga Counties is directly tied to the future of the region itself.

If growth continues in these three counties as every planner and public official expects it to, CEI will expand with it, building more electric power plants to handle the demand. It is hard to predict now what the recent trend of slumping electric growth means for the companys' future, but more power plants are in the cards regardless.

The company once boasted of Cleveland as the "best location in the nation." Cleveland has had its share of woes recently, not the least which has been a 16 percent decline in population this decade. Many of those people are moving to Ashtabula, Lake and Geauga Counties in the northeastern corner of the state. The growth is creeping eastward along Lake Erie and eastward from I-271 into Geauga County's Russell, Chester and Bainbridge Townships.

The future of CEI is one of growth. The big question remaining is how the company can reconcile this growth with demand and a public more sensitive to utility rates than ever before. Even so, the company is confident of the future.

"Despite the barriers faced by industry in getting its job done, one overriding fact must be kept in mind. America's high standard of living is geared to energy, and electricity is an increasingly larger component of energy production. Electric generation is the key energy process of the future," CEI boosted in its last annual report.

Being the only electricity game in town, CEI's future looks promising.